



Ancoats Mobility Hub
Statement of Consultation

May 2021

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1. Introduction

- 1.1 This statement of consultation accompanies an application for Full Planning Permission and Demolition within a Conservation Area, submitted to Manchester City Council (MCC) by Manchester Life Strategic Development Company Limited (the ‘Applicant’, hereby referred to as ‘Manchester Life’), in respect of land bounded by Poland Street to the west, the City Court Trading Estate to the south, Crown Industrial Estate to the north and Ancoats Green to the East.
- 1.2 The Proposed Development is known as the Ancoats Mobility Hub (“the Mobility Hub” or “the Hub”) and comprises 150 cycle parking spaces, 408 car parking spaces, a ground floor retail unit and a delivery hub within an 8-storey building. The Hub is a tool to enable change, facilitating a modal shift away from dependency on private cars towards cycling, public transport, car clubs/car share and walking, and offering the opportunity to break the traditional link between home and car. Alongside provision for private cars, the Hub will provide residents and visitors with the capability and opportunity to make choices about their mode of transport that contribute to a cleaner, greener, safer neighbourhood – including provision for electric vehicles.
- 1.3 In summary the development will provide:
- A delivery hub providing logistic requirements for the proposed 1,612 new homes in the Poland Street Zone. There is also an aspiration for a last-mile delivery service to neighbouring residential developments.
 - 221 sq. m. of commercial floorspace suitable for a restaurant or café (Use Class E(b)) which can provide a cycle café for the neighbourhood.
 - Secure cycle store for 150 bikes and dedicated cycle lockers and changing facilities for members. Additionally, the Hub will include a Transport for Greater Manchester (TfGM) managed cycle hire facility.
 - 408 car parking spaces including 25% EV charging provision with infrastructure in place to allow growth in line with demand up to 100% provision. Spaces in the short term are likely to be used by visitors and commuters, however the long-term ambition is for the Hub to provide car parking spaces solely for the residents of Ancoats.
 - Car club/car share facilities to allow local residents to access a car as required from a central fleet of vehicles which will be located within the Mobility Hub.
 - Living green walls using climbing plants will establish an interesting and natural feature on the elevations that will screen the car park.
 - Rooftop photovoltaic (PV) panels will provide power generated by renewable energy. This power will be used to directly support rapid EV charging points.
- 1.4 This Statement sets out in detail the pre-application consultation that has been undertaken, the feedback received and how that has been considered and addressed within the final proposals, where appropriate.
- 1.5 The following documents have been included within this report as evidence to support the statements that have been made:
- Site Location Plan (Appendix 1).

- Ancoats and New Islington Strategic Consultation Summary (Appendix 2).
- Consultation boundary (Appendix 3).
- Consultation leaflets (Appendix 4);
- Consultation web pages (Appendix 5); and,
- Correspondence with Manchester City council Highways and Transport for Greater Manchester (Appendix 7).

The Site

- 1.6 The Site extends to c. 0.33 hectares and is currently occupied by low-rise, multi-tenanted industrial estate units within the Poland Street Industrial Estate and hard standing. The Site can be accessed by pedestrians and vehicles via Poland Street. Security fencing runs along the eastern boundary where the Site meets Ancoats Green.
- 1.7 The Site is located within the Ancoats Conservation Area; however, the character and quality is eroded in this part of the Conservation Area. The nearest Listed Building to the development Site is the Grade II* Listed Beehive Mill, located approximately 152m to the south west of the Site.
- 1.8 The Site is located within Flood Zone 1, which is the lowest classification and means that there is less than a 0.1% chance of flooding per annum. It falls within a Critical Drainage Area as prescribed by the Manchester, Salford and Trafford Strategic Flood Risk Assessment. The Critical Drainage Area covers most of the Borough's built up areas.
- 1.9 The Site is within the administrative boundary of Manchester City Council. The Manchester Core Strategy was adopted in July 2012 and is the key, overarching Development Plan Document.
- 1.10 The Site is located within Ancoats and New Islington, a regeneration priority area identified by Manchester City Council and guided in recent years by the Ancoats and New Islington Development Framework, which was originally endorsed by Manchester City Council in October 2014.
- 1.11 In July 2020, Manchester City Council endorsed a refreshed Neighbourhood Development Framework which focused on the Poland Street Zone in Ancoats (within which the Site is located) and was prepared to ensure future development reinstates and preserves the character of the area whilst meeting future housing, sustainability and community needs.
- 1.12 The 2020 Neighbourhood Development Framework states that the Poland Street Zone will be a welcoming residential area with a range and mix of accommodation befitting a neighbourhood of choice. It will be a low car use area with high levels of cycle parking.
- 1.13 In October 2020, Manchester City Council also published their Draft City Centre Transport Strategy for 2040. The draft strategy outlines the Council's vision for the City, which is for "a well-connected, zero carbon city centre at the heart of the North, offering residents, employees and visitors a great place to work, live and visit". This draft strategy refers to the Ancoats Travel Hub and stated that the facility would meet the parking requirements of residential and commercial development in the next phase of redevelopment in Ancoats, removing parking from individual schemes and promoting a modal shift away from car ownership by providing the infrastructure which offers sustainable alternatives. The City Centre Transport Strategy was endorsed by Manchester City Council on 17 March 2021 and fully ratified by the Greater Manchester Combined Authority on 26 March 2021.
- 1.14 A fully summary of the Site context is set out in the Planning Statement (incorporating Green & Blue Infrastructure Statement) submitted with this application.

The Proposals

- 1.15 The Ancoats Mobility Hub concept was endorsed by Manchester City Council’s Executive in November 2020 and referenced within the Council’s City Centre Transport Strategy (March 2021), as noted above.
- 1.16 The Ancoats Mobility Hub is an innovative project which seeks to meet a number of neighbourhood aspirations, including providing access, facilities and connections to sustainable modes including cycling and walking, public transport and car sharing clubs; encouraging a modal shift from petrol and diesel cars by providing EV facilities and secure cycle storage and cycle hub facilities to encourage cycling as a primary mode of transport.
- 1.17 This aims to promote a reduction of vehicle numbers and activity in the Poland Street Zone by enabling spaces to be removed from future residential and commercial schemes and providing a hub for parcel deliveries and smart parcel lockers, with last mile deliveries via electric vehicles (EV) or cargo bikes.
- 1.18 In summary, the proposals are expected to include:
- A delivery hub providing logistic requirements of the proposed 1,500 new homes in the Poland Street Zone;
 - Approximately 155 sq. m. of commercial floorspace suitable for a restaurant and café (Use Class E(b)) which can provide a cycle café for the neighbourhood; and,
 - 150 secure cycle parking spaces and 408 car parking spaces (including up to 30 car club/car share spaces) for the Back of Ancoats neighbourhood, with 25% EV charging spaces provided up-front and the capacity secured to increase provision with demand.
- 1.19 The formal description of development contained within the planning application form states:
- “Application for Full Planning Permission for demolition of existing structures and erection of a mobility hub to include secure cycle and car parking spaces, a ground floor retail unit (Use Class E(b)) a delivery hub for the local area, access and servicing, landscaping, and associated works.”
- 1.20 Full details of the Proposed Development are contained with the Planning Statement (incorporating Green & Blue Infrastructure Statement) submitted with the Application, in addition to the Design and Access Statements prepared by Buttress.

Pre-Application Consultation

- 1.21 A process of pre-application engagement has been implemented by the project team to ensure that the approach to the scheme’s design development has been properly communicated and discussed and, where possible, points raised during these discussions have been taken into account.

Neighbourhood Development Framework Consultation

- 1.22 The Ancoats and New Islington (A&NI) NDF was originally endorsed by the City Council’s Executive in 2014. A draft refreshed A&NI NDF was submitted to the City Council’s Executive in February 2020 that guides the next phases of regeneration with a particular focus towards the back of Ancoats, more commonly referred to as the ‘Poland Street Zone’ and the Central Retail Park.
- 1.23 Initially, consultation was scheduled to run from 4 March to 15 April 2020 with two public consultation events due to take place within March but as a result of the impact of COVID-19 it was cancelled. A revised consultation programme ran between 4 March and 15 May 2020 and was undertaken by staff

from the Strategic Development Team at Manchester City Council with support from external consultancy firm Counter Context Limited. The following consultation methods were used:

- An updated Ancoats and New Islington consultation web page on the manchester.gov.uk website, providing details of the draft updated Ancoats and New Islington NDF relating to the Poland Street Zone and download links to the relevant documents with a dedicated feedback form to submit comments.
- Letters to all local residents (465 addresses) within the study area consultation boundary.
- Letters to local businesses within the study area registered on the Manchester City Council Business Rates Database
- Letters to property and landowners delivered to all freehold and leasehold interests registered at the land registry within the consultation boundary area. All letters provided web-link details to the consultation page as well as details of the planned consultation events.
- Consultation notification emails to key public and statutory stakeholders.
- Consultation notification emails to non-statutory stakeholder groups including community groups.
- Press release and news articles on the manchester.gov.uk website, supported by social media.
- A dedicated email address and telephone information line.

1.24 In summary, a total of 130 responses were received, and the website attracted 3,615 visits. 119 responses were via the online questionnaire and a further 11 responses were via email. The feedback that was received was largely positive and can be summarised into the key themes below:

- Strong support of the vision and priorities contained within the draft NDF update and the strategy to maximise opportunities for future development;
- Strong support for the proposals linked to reduced car use and improved connectivity and pedestrian and cycle routes through the area;
- Further comments were made in relation to car parking and how this is managed in terms of on street parking and centralised parking provision to service the area and support businesses and residents;
- Strong support for the objectives of maintaining the character and conservation status of the area and ensuring that appropriate consideration is given to this in future developments;
- Highlighting the need for flood management and sustainable drainage solutions where appropriate;
- Highlighting the need for design to positively address the waterways corridor and link to wider green and blue networks;
- Highlighting the need to consider flexibility on building massing and heights at certain locations in the area;
- Support for the delivery of affordable housing across a range of typologies and tenures;

- Highlighting the need to ensure live work mix is balanced appropriately to ensure that either use is not detrimental to the other;
- Support for potential of green streets and open green spaces that could be used for a variety of activities. However, concern was expressed about the possible loss of public open space at Ancoats Green.

Ancoats and New Islington Regeneration Consultation – Phase 1: Strategic Consultation

- 1.25 Due to the impact of COVID-19, opportunities for face to face engagement have been significantly impacted. Therefore, public consultation was undertaken virtually in the form of an online consultation web page.
- 1.26 Public engagement was undertaken through a two-phase consultation process, as discussed with MCC at a pre-application meeting in September 2020 where general support was given. The first phase of consultation with local residents and businesses took place from December 2020 to January 2021 and provided an opportunity for the community to provide feedback to ensure local priorities and concerns were addressed as plans develop. The second phase of consultation would provide another opportunity for public engagement with more detailed proposals for each of the schemes and took place between 7 April and 16 April.
- 1.27 The objectives for pre-application engagement for the next phase of development at Ancoats and New Islington were to:
- Communicate the vision for the next phase of development at Ancoats and New Islington and generate support for each of the new developments being proposed;
 - Gather feedback on the key issues and addressing any potential concerns that relate to the proposed developments; and
 - Make people aware of the timescales for development and keep them informed about progress with regard to the development of the proposals.
- 1.28 The following activities, set out in detail in Section 3 of this Statement, have been undertaken with the public to support this overall ambition for the consultation process:
- **November 2020:** approximately 4,600 leaflets (Appendix 4) were delivered to the local businesses and residential community to notify them of the intention to redevelop the 6 sites and directing recipients to the website.
 - **December 2020 – January 2021:** the consultation ran for five weeks between 8 December 2020 and 11 January 2021. Over the 5-week consultation period the website (Appendix 5) received 2,007 visitors and 102 responses were submitted. 91% of the respondents were local residents.
 - **February 2021:** following the completion of the consultation on 11 January the website was updated to include a summary of the consultation comments (Appendix 2) that were received and an explanation of how the proposals will evolve in response to the comments. The wider public were notified about the consultation through a press release in local media outlets as well as a social media post that were both made on 1 December 2020.

Ancoats and New Islington Regeneration Consultation – Phase 2: Detailed Consultation

- 1.29 Following the first phase of stakeholder and public consultation process, formal feedback was collected and was used to amend the design proposals in light of the comments received from respondents for each of the sites coming forward at Ancoats and New Islington. The second phase of

consultation was subject to the impacts of COVID-19 and was therefore also undertaken online. The objectives for the second phase of consultation were to:

- Continue to communicate the next phase of development at Ancoats and New Islington and generate support for each of the new developments being proposed;
- Present updated design proposals for the sites at Eliza Yard, Mobility Hub, Downley Drive, and Ancoats Dispensary, illustrating how the feedback received from the first phase of consultation was taken into consideration to secure continued feedback from members of the public and key stakeholder and interest groups in order to positively update and amend the proposed developments toward their final stages.
- Continue to gather feedback on the key issues and addressing any potential concerns that relate to the proposed developments; and
- Continue to make people aware of the timescales for development and keep them informed about progress with regard to the development of the proposals.

1.30 The following activities, set out in detail in Section 3 of this Statement, have been undertaken with the public to support this overall ambition for the consultation process:

- **February 2021:** The wider public were notified about the consultation through a press release in local media outlets as well as a social media post that were both made on 22 February 2021.
- **April 2021:** approximately 4,600 leaflets (Appendix 4) were delivered to local residents and businesses to notify them of the updated detailed design proposals for Eliza Yard, Downley Drive, the Ancoats Mobility Hub, and the Ancoats Dispensary by directing them to the website. In addition, the consultation was publicised by social media.
- **April 2021:** the consultation ran for ten days between 7 April 2021 and 16 April 2021. Over the consultation period the website (Appendix 5) received 1,800 unique visitors and 160 responses were submitted, alongside 4 separate emails.

1.31 Copies of the websites from both rounds of consultation are included within Appendix 5.

1.32 A full account of all public engagement undertaken, the responses received, and a direct response made by the proposals is set out in full within Section 3.

Statutory and Non-Statutory Consultee Engagement

1.33 Pre-application consultation with Statutory Consultees has been focused upon providing an explanation of the Proposed Development, including the way in which the details design of the proposals have responded to the site conditions, surrounding area, relevant Frameworks and the Site's economic, planning and regeneration context.

1.34 This process has sought to address specific site considerations, questions and comments that have been raised during the consultation process, with consultation activity summarised as follows:

- Extensive dialogue with Senior Planning Officers at Manchester City Council, which has taken place throughout the design development process in order to seek their support in principle;
- A formal request for an EIA Screening Opinion request was submitted to MCC on the 1 April 2021. A formal response was received on 4 May 2021 which confirmed that the impact from the development would not be significant to warrant a formal Environmental Impact Assessment;

- Greater Manchester Police (via the Design by Security team) has been consulted, and their advice in terms of security has been addressed in the application proposals;
- Historic England has been consulted on the design of the scheme as it is located within the Ancoats Conservation Area, and their advice has been addressed in the application proposal; and,
- Various meetings with other technical statutory consultees, including MCC Highways, MCC Flood Risk Department; Transport for Greater Manchester; Greater Manchester Ecology Unit; Greater Manchester Archaeological Advisory Service and, United Utilities.

1.35 Full details of all pre-application engagement with statutory consultees and the response provided by the submission is provided in Section 3 of this Statement.

Report Structure

1.36 The remainder of this Statement is structured as follows:

- Section 2 – sets out the relevant planning policy and requirements.
- Section 3 – provides details of the consultation undertaken, summarises the feedback received and provides a response where relevant.
- Section 4 – presents the summary and conclusions.

2. Policy Context

- 2.1 Guidance with regard to consultation is set out at both the national and local level. These requirements are summarised below.

National

Localism Act

- 2.2 The Localism Bill was introduced to Parliament on 13 December 2010, and was given Royal Assent on 15 November 2011, becoming an Act ("the Act").
- 2.3 The main aim of the Act is to shift power from Central Government back into the hands of individuals, communities and Councils. It includes five key measures as follows:
- Community rights.
 - Neighbourhood planning.
 - Housing.
 - General power of competence.
 - Empowering cities and other local areas.
- 2.4 Part 6 of the Act specifically deals with planning and Chapter 4 sets out requirements in relation to consultation before applying for Planning Permission.
- 2.5 Section 122 of the Act amends the Town and Country Planning Act 1990 to include a new section 61W that sets out a requirement to carry out pre-application consultation as follows:

(1) Where—

(a) a person proposes to make an application for planning permission for the development of any land in England, and

(b) the proposed development is of a description specified in a development order, the person must carry out consultation on the proposed application in accordance with subsections (2) and (3).

- 2.6 Subsections (2) and (3) state:

(2) The person must publicise the proposed application in such manner as the person reasonably considers is likely to bring the proposed application to the attention of a majority of the persons who live at, or otherwise occupy, premises in the vicinity of the land.

(3) The person must consult each specified person about the proposed application.

- 2.7 Subsection (4) outlines the requirements in regard to publicity of applications:

(4) Publicity under subsection (2) must—

- (a) set out how the person (“P”) may be contacted by persons wishing to comment on, or collaborate with P on the design of, the proposed development, and
- (b) give such information about the proposed timetable for the consultation as is sufficient to ensure that persons wishing to comment on the proposed development may do so in good time.

- 2.8 The Act also sets out a duty to take account of the responses to consultation. Section 61X requires a developer to have regard to any comments or responses generated by the consultation undertaken in accordance with section 61W, when deciding whether to make any changes to proposals before submitting a planning application.
- 2.9 Section 61Y enables the Secretary of State to set out further provisions as to how the consultation required under new section 61W should be undertaken in practice.

National Planning Policy Framework

- 2.10 The Department for Communities and Local Government published the amended NPPF in February 2019. The document sets out the Government’s planning policies for England and how these are to be applied. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.
- 2.11 Paragraphs 39 to 46 address pre-application engagement and front-loading. Paragraph 39 observes that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. It goes on to state that good quality pre-application discussion enables better co-ordination between public and private resources and improved outcomes for the community.
- 2.12 Paragraph 40 directs local planning authorities to encourage any applicants who are not already required to do so by law to engage with the local community, where they think this would be beneficial, and, where relevant with statutory and non-statutory consultees, before submitting applications.
- 2.13 Similarly, paragraphs 124 to 129 sets out how Local Planning Authorities should have regard to early, proactive and positive engagement with the local community and their views, as well as addressing any comments received from design review panels.
- 2.14 The NPPF also promotes the use of the Local Planning Authority Pre-Application Service in order to encourage a partnership approach to applications. It is considered that early engagement with the Local Planning Authority is often conducive to the best result for the application, as it highlights where further work is required.

National Planning Policy Guidance

- 2.15 In March 2014, the Government issued the National Planning Practice Guidance as an on-line resource, which is designed to bring together planning practice guidance for England in an accessible and usable way. The Guidance was amended in March 2019 following updates to the NPPF.
- 2.16 The Guidance provides further detail to assist in the understanding of planning policies set out within the NPPF, including requirements for pre-application engagement.
- 2.17 The ‘Consultation and pre-decision matters’ identifies that:
 - In line with the policies of the NPPF, statutory consultees have an important role to play in the pre-application stage and should be engaged early; and,

- Pre-application consultation with the local community is encouraged where it adds value to process and outcome.

Local

Statement of Community Involvement

- 2.18 MCC adopted a refreshed Statement of Community Involvement (SCI) in June 2018. The SCI sets out how and when MCC will involve the community in relation to the preparation and revision of the Local Development Documents and in the process of making decisions on planning applications.
- 2.19 Appendix 1 of the SCI provides guidance on developer-led early engagement.
- 2.20 The SCI states that early engagement has significant benefits by improving the efficiency and effectiveness of the planning system for all parties. Therefore, developers are encouraged to consult before submitting a planning application.
- 2.21 The SCI encourages developers to consult with the public and various parties, which could include equalities groups, as well as with specific infrastructure and service providers who can advise developers on any need for increased provision of services.
- 2.22 Consultations should be inclusive, transparent, clear and understandable. Additionally, developers are encouraged to submit a record of the consultation that took place with their planning submission, which is detailed within Section 3 of this Statement.

Summary

- 2.23 This Statement sets out the consultation process which has been undertaken and demonstrates compliance with the guidance and requirements set out above.

3. Consultation Strategy and Responses

- 3.1 This section describes the consultation that has been undertaken by the Applicant and the project team. It includes an outline of the consultation strategy and the outcome of the consultation process.
- 3.2 Whilst it has not been possible to undertake face to face public engagement sessions due to the impact of COVID-19 and the need to maintain social distancing during the design development period, it has been possible to engage all parties throughout using online platforms and different types of media.

Ancoats and New Islington Regeneration Consultation – Phase 1: Strategic Consultation

- 3.3 Public consultation on the early stage plans for the developments across the sites was held between 8 December 2020 and 11 January 2021. The majority of the responses gathered by the consultations were supportive of the proposals on the next phase of development in Ancoats and New Islington.
- 3.4 The material presented online summed up the surrounding context of the development sites and some initial design concepts. This information was supplemented by a range of questions with regards to thoughts and feelings about the developments. A copy of the website pages is provided at Appendix 5.
- 3.5 A feedback form was available via the website for people to provide comments on the Proposed Development and an email address was provided for people to send in comments.
- 3.6 By engaging with the stakeholders and the local community, valuable insight was gained on the early stage plans for the proposed phase of regeneration within the Poland Street Zone. The consultation event was able to successfully gather local opinion surrounding what was broadly desirable and what was undesirable within their own neighbourhood. Additionally, detailed comments on the specific development sites were obtained to gain a better understanding of the next steps in the development of the schemes including the Mobility Hub.
- 3.7 Respondents were also asked to indicate how important each of the following priorities were to them in order to establish broader 'Neighbourhood priorities':
- High quality public realm
 - Innovative approaches to mobility and parking
 - A mix of heritage and new architecture
 - Commercial spaces for a broader range of businesses
 - More affordable homes
 - A broader range of homes

3.8 An important priority that was highlighted by the respondents was the provision of a high-quality public realm as well as innovative approaches to mobility and parking to encourage streets which prioritise pedestrians and cyclists. The respondents were also asked about their favourite things about living in Ancoats and New Islington and things that cause them frustration. Favourite things included the following:

- The Marina
- Rochdale Canal
- Independent shops, cafes, restaurants, bars
- Ancoats Green
- Cotton Field Park
- Community atmosphere
- Old meets new
- Regeneration of historic buildings
- Proximity to city centre
- Cutting Room Square
- High-quality businesses

3.9 Frustrations experienced by the respondents within the Neighbourhood included the following:

- Lack of green space
- Speeding Drivers
- Amount of Traffic
- Quality of some new buildings
- Anti-social behaviour
- Litter
- Insufficient play areas
- Not enough shops
- Strained infrastructure

3.10 The majority of respondents were supportive of the concept for the Ancoats Mobility Hub (69% of 102 respondents). Overall areas of support included praise for the move towards active travel in the neighbourhood and prioritising streets for people over cars.

3.11 A response from the Applicant has been provided based on the key themes that emerged from this stage of the consultation process. This was provided on the Detailed Consultation website in March 2021 and is replicated in the table below.

Table 1 – Response to Phase 1 consultation comments for Ancoats Mobility Hub

Consultation comments	How will these comments be considered as the proposals progress?
Requests for significant numbers of EV charging points.	A key objective for the Mobility Hub is to provide access to sustainable modes of transport including cycling and walking, public transport and car clubs/car share. Electric Vehicles (EVs) will be promoted through providing EV charging infrastructure for 25% of parking spaces from the outset, but the infrastructure within the Mobility Hub will be designed to enable this to increase with demand.
Suggestion that access to the Mobility Hub for deliveries should be carefully planned to avoid congestion.	The Mobility Hub design proposes an internal delivery hub; with a dedicated route for vehicles accessing the facility which should reduce impacts on the local highway network. A Management Strategy for how delivery vehicles will access the building shall be approved and implemented via the planning process to further minimise any congestion. The Mobility Hub has been, and continues to be, discussed in detail with Manchester City Council's Highways Department so appropriate traffic modelling is undertaken and any impacts assessed. A Transport Assessment will be submitted as part of any planning application.
Requests for priority access for local people. Some expressed concern that it will be used for commuter parking and therefore bring more traffic into Ancoats.	Whilst it is likely that some commuters will utilise the Mobility Hub in the immediate short term, the long-term ambition for the Mobility Hub is that it acts as infrastructure for Ancoats and, as a priority, serves its future residents by providing sustainable transport options and car parking. This reduces the need for car parking to be provided in residential developments that come forward in the future. Management procedures will be put in place so that residents of Ancoats who want a paid car parking space can be prioritised over commuters.
Aside from the Mobility Hub plans, there also needs to be a fast-track approvals process to retrofit EV charging points to other developments.	This comment is noted. The Mobility Hub will support sustainable transport decisions and, more generally as there is a move towards greater use of EVs in society, landlords and developers will have to respond to this trend.
Requests to explain the Mobility Hub concept more simply.	A further consultation is planned to present the Mobility Hub concept in more detail. We will ensure this is easy to understand.

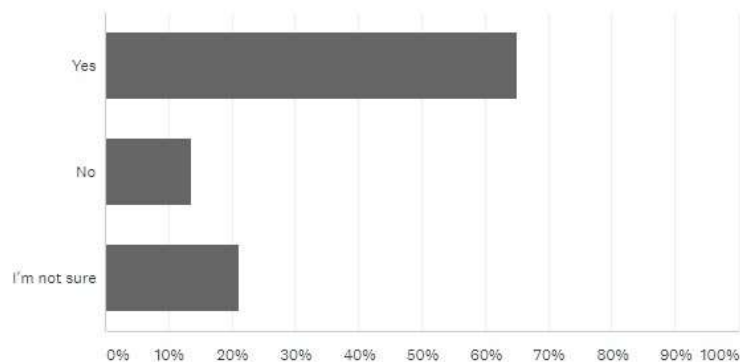
Ancoats and New Islington Regeneration Consultation – Phase 2: Detailed Consultation

- 3.12 Following the first phase of the stakeholder and public consultation process, formal feedback was collected and was used to amend the design proposals in light of the comments received from respondents for each of the sites coming forward at Ancoats and New Islington.
- 3.13 The second round of public consultation for the updated detailed design proposals for Eliza Yard, the Mobility Hub, Downley Drive and Ancoats Dispensary was held by Counter Context between 7 April 2021 and 16 April 2021. The majority of the responses gathered by the consultations were supportive of the updated design proposals and respected the efforts to reflect their comments in the design process.
- 3.14 The second phase of consultation was also subject to the impacts of COVID-19 and was therefore also undertaken online.
- 3.15 The material presented online provided a comprehensive and detailed presentation of the updated design proposals for each of the sites coming forward at Ancoats and New Islington. This information was supplemented by a range of questions with regards to thoughts and feelings on each of the sites

including the opportunity for detailed written comments. The questions that the respondents were asked are listed below:

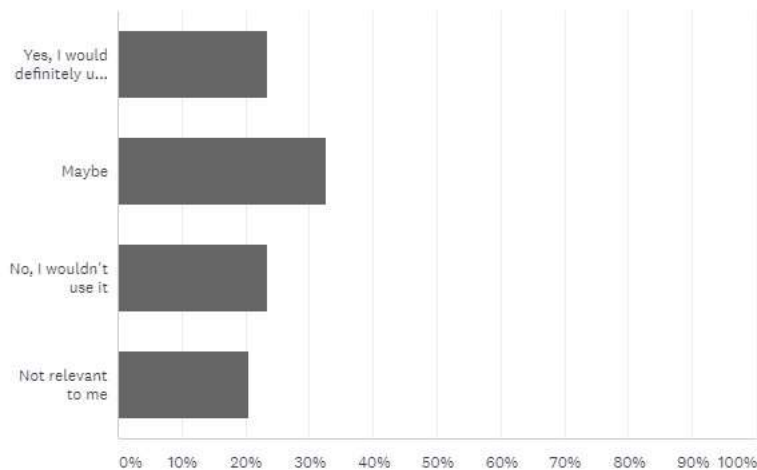
1. *Do you support the Ancoats Mobility Hub serving as a central location for the sustainable transport needs of the local area?*

- Yes – 86 (65%)
- No – 18 (13%)
- I'm not sure – 28 (21%)



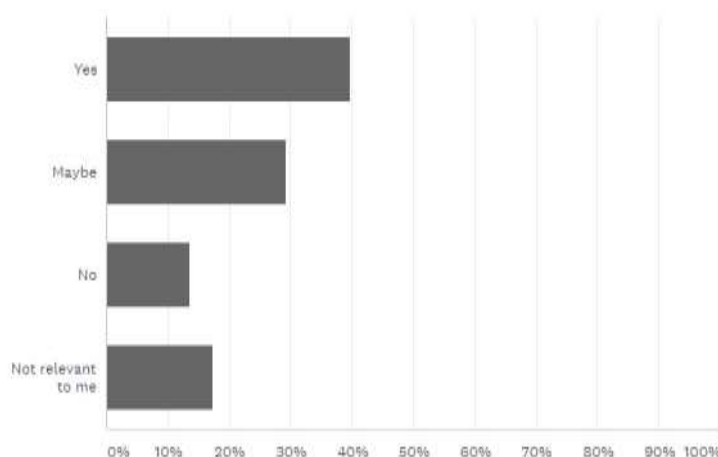
2. *Would you consider using a car club if you could access it through the Ancoats Mobility Hub?*

- Yes, I would definitely use it – 31 (23%)
- Maybe – 43 (33%)
- No, I wouldn't use it – 31 (23%)
- Not relevant to me – 27 (20%)



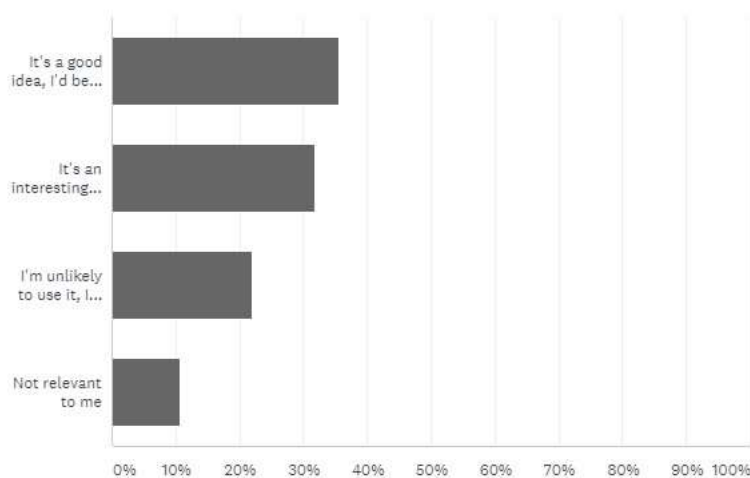
3. *Would you hire a bike if you could pick it up from the Ancoats Mobility Hub?*

- Yes – 53 (39%)
- Maybe – 39 (29%)
- No – 18 (13%)
- Not relevant to me – 23 (17%)



4. *What do you think of the proposals for a central parcel delivery hub to help cut down on delivery traffic and improve air quality in Ancoats? Would you be likely to use this facility?*

- It's a good idea, I'd be very likely to use it – 47 (35%)
- It's an interesting idea, I might use it – 42 (31%)
- I'm unlikely to use it, I prefer the convenience of having parcels delivered to my home or workplace – 29 (21%)
- Not relevant to me – 14 (10%)



- 3.16 By engaging with the stakeholders and local community, valuable insight was gained on the updated design proposals for each of the sites and the consultation event was able to successfully gather local opinion on what was liked and areas for improvement.
- 3.17 The majority of respondents were supportive of the detailed design proposals for the Mobility Hub and in favour of an innovative concept for promoting sustainable transport measures in line with the next phase of regeneration coming forward in Ancoats and New Islington. There was a strong support for proposals to create better connectivity to the park, include EV charging points and secure cycle parking as well as incorporating a modern design with living walls.
- 3.18 There were a limited number of concerns raised on the detailed proposals. These have been summarised with a detailed response in table 2.

Table 2 – Response to Phase 2 Consultation comments for Mobility Hub

Comments	Response
Concern regarding personal safety and the potential for anti-social behaviour and crime to occur.	Greater Manchester Police’s ‘Secure by Design’ team has helped to provide recommendations to evolve the design of the scheme and ensure the safety of the Mobility Hub for its future users. A barrier to restrict unauthorised car access will be installed. In addition, roller shutters could be installed to prevent access to the car park, while access to other areas will be limited in terms of employee only or membership access. CCTV will be installed at various points internally and externally across the Mobility Hub to record the activity taking place.
Request to incorporate scooter store.	Unfortunately, it is not possible to incorporate scooter parking in the design at this time, although this may be reviewed, and the scheme has the potential to be adapted should the scooters become a more popular form of transport in Manchester. The Mobility Hub will provide c. 150 secure cycle parking spaces for commuters/visitors. In addition, there is space provided for a future TfGM e-bike hire scheme.
Request for more green spaces and to extend the marina into the park.	An overarching public realm strategy is being progressed by MCC to deliver the ambitions of the NDF. The ambition of the NDF is to avoid single, static space but provide green links which promote and facilitate movement into and through the areas and to provide a focal point for community life. This is currently at an early stage of development and Manchester Life is in close dialogue with MCC to understand the latest position as this develops. This public realm strategy will be subject to public consultation, in order to obtain comments and ideas to help shape the proposals.
Request for new canal crossing for residents of New Islington.	The Poland Street Zone NDF proposes an open and green space network that will help to connect New Islington Marina and Ancoats Green. Ancoats Green will have the potential to be reconfigured to provide a more responsive and beneficial open space asset. This will run vertically up to the edge of the Rochdale Canal to provide an active and dynamic waterside, including the potential for a new bridge.
Ancoats Green needs improvement.	However, the Applicant is proposing to deliver a high-quality landscaping solution as part of the Proposed Development. This will deliver twenty new trees on site representing an increase in overall numbers and also an uplift in quality of provision. The landscaping will create a new route along the Proposed Development’s southern elevation, known as The Yard, which will interact positively with the ground floor commercial unit and entrances to the Delivery Hub and Commuter/Visitor cycle parking. It is considered that the Proposed Development will improve the current view from Ancoats Green, in particular noting the green wall on the façade facing the park and that no trees within Ancoats Green will be removed as part of this application. The Mobility Hub will aim to link existing streets together via The Yard. Creating a key route through to Ancoats Green. This helps to develop a strong interface between this space and the Park that the user can move through easily. This is important because it will draw users through the space and become part of a wider connected green network as future development takes place. In addition to the above, pavements around the Site will be improved. Further public realm works may be proposed by Manchester City Council as part of a neighbourhood wide landscaping masterplan at a later stage; however, the design proposed as part of this planning application will be of high quality. MCC and Manchester Life will continue to discuss requirements and working arrangements for a permanent landscaping design as these develop.

Comments	Response
The Mobility Hub will not improve air quality.	The Mobility Hub will include 408 car parking spaces which are intended to predominately serve the future residents of the Poland Street Zone via a central facility rather than individual car parks provided as part of each scheme. The proposals will deliver on Manchester's climate, transport and clean air commitments whilst supporting the parking and logistic requirements of the planned circa. 1,612 new homes within the Poland Street Neighbourhood Development Framework Zone. In addition, the Proposed Development will include 150 secure cycle spaces, electric vehicle charging facilities and spaces designated to car club/car share facilities. As an additional exercise, the Transport Assessment has considered the impact on trips through the neighbourhood in a scenario that the Hub is not delivered and, instead, 30% on site car parking is provided within future residential developments in the Poland Street Zone area. To further justify the 30% car parking provision assumption a review of planning permissions for residential apartment schemes across Ancoats and New Islington has identified a range of on-site car parking provision that typically ranges from 23%-40%. The level of on-site provision is dependent on-site specific considerations and also the residential product. The conclusion of this exercise was that within the weekday AM peak period all of the junctions are forecast to benefit from a reduction in vehicles flows, whilst in the weekday PM peak only one junction is forecast to experience a minor increase. Therefore, over a 24-hour period, the provision of the Mobility Hub is forecast to reduce the number of vehicles throughout the NDF area and wider Ancoats. Without the provision of the Mobility Hub, parking provision will be spread throughout the NDF area and encourages vehicles to route through the neighbourhood impacting on pedestrian and cycling amenity. Additionally, parcel deliveries will continue in an uncoordinated manner throughout the NDF area without there being a central delivery hub in place. The provision of the Mobility Hub will provide a betterment in traffic terms for the NDF area and wider Ancoats, by consolidating vehicle trips in close proximity to the A62 Oldham Road and the Key Route Network. Further details can be found within the Transport Assessment prepared by Hydrock and submitted as part of this application. The Application is supported by an Air Quality Assessment prepared by Hoare Lea which presents a full analysis of the impact that the Hub has on air quality within the area. This presents an assessment of impacts during the construction and operational phase alongside recommendations for mitigation where required. The AQA includes Ancoats Green as a 'receptor' within this assessment. Overall, the site suitability assessment indicates no likely exceedances of the 1-hour mean AQO for NO₂, at the Site. As such, the Site is considered suitable for the Proposed Development without the inclusion of mitigation measures. However, mitigation measures will be incorporated into the scheme by including EV charging provision for 25% of parking spaces with the capacity to increase in the future. As well as providing 20 car parking spaces for a car club and 10 car sharing spaces.
The Mobility Hub is 'just a car park' and does not provide any valuable benefits.	The Mobility Hub is a concept to both meet the parking requirements of residential development in the next phase of the redevelopment in Ancoats, and also to provide other logistical functions to support a more sustainable approach. It represents progressive neighbourhood scale infrastructure that has been designed to better the lives of the current and future residents of the Ancoats neighbourhood, particularly those living in the Poland Street Zone.
The Mobility Hub will increase the use of private cars by residents and visitors and increase the amount of traffic within the area.	Fundamentally, this is achieved through facilitating the removal of parking from individual schemes coming forward in the next phase of development into a centralised facility for the Poland Street Zone. This will lead to a more positive relationship between future development and the highway network across the remainder of Back of Ancoats, allowing pedestrians to be prioritised over vehicles – in particular through allowing greater amounts of active frontage at street level. Whilst it is proposed that the hub is be capable of accommodating up to 408 parking spaces in the short to medium term, the aspiration is to develop more than a car park and for the facility to support

Comments	Response
	progression towards a lower carbon future, in the ways outlined below. The Ancoats Mobility Hub will include car parking spaces that, in the short term, can be utilised by the public, whilst the residential developments proposed in the NDF area brought forward thus reducing the negative impact of widespread on-street parking. A market-leading provision of Electric Vehicles Charging Points (EVCs) will be promoted by providing EV charging infrastructure where private car use is still required with 25% provision from day one and the ability to scale up to 100% provision as demand grows. The Hub will promote a modal shift away from petrol/diesel car ownership by providing the infrastructure which offers sustainable alternatives, including car club and car sharing services. In addition to the mobility offer, there is an aspiration to reduce delivery vehicle movements in the area, thus reducing local congestion and supporting Manchester's priority of clean air for the City Centre. This element of the vision will be fulfilled by creating a logistics centre to facilitate an aggregated parcel delivery function with electric or cargo bike last mile delivery. It is considered that this type of pioneering initiative in the UK will become an exemplar for neighbourhood regeneration; and a necessary platform for influencing and accelerating changes in travel behaviours as well as the delivery of local and national priorities. Please refer to the Technical Case for the Hub prepared by Deloitte and the Strategic Case for the Hub prepared by Hillbreak, both submitted in support of this application, for further details.
The Mobility Hub will not provide local residents with a right to park and will have to be paid for.	The Mobility Hub will provide crucial infrastructure to support the transport arrangements for the next phase of development known as the Poland Street Zone within Ancoats and New Islington. The primary, long-term function of the Hub will be to provide parking for future residents living in developments coming forward within the Poland Street Zone. However, in the interim whilst development in the neighbourhood catches up, the Applicant will explore the option for a short-term season ticket scheme that will allow access to the Hub's parking facilities. In addition, MCC are currently undertaking a study of on-street parking within the area as part of the Ancoats Public
Car parking should only be for local residents, not available to general public. How will this work in terms of permits.	Realm Strategy. These proposals shall be implemented broadly in line with the opening of the Mobility Hub. While the Mobility Hub has been designed to provide parking arrangements for local residents it is important that visitors/commuters have the option to park within the area and a small amount of spaces will be retained for these groups in perpetuity (7% of total). This is particularly noting Ancoats growing reputation as a leisure destination and the increasing number of businesses that are located in the area. This will help to accommodate parking requirements while minimising on-street parking. The Hub will be pioneering in decoupling the traditional link between residential leases and car parking leases. Typically, these arrangements align the car parking lease with the residential lease (with a premium paid for the car parking lease) and do not offer flexibility for those who circumstances may change over time. For example, a couple who may not be able to purchase a lease for car parking with their apartment but want to start a family and decide they need a car. In this situation, the couple may choose to leave the city centre, or even Manchester, in search of a property where car parking can be provided. The Hub will allow a resident to acquire and relinquish a right to a parking space as their circumstances change, creating a unique level of flexibility for future residents in the Poland Street Zone. This 'right to access' will be available for residents within Built to Rent or Market Sale accommodation, maximising the number of residents who can benefit.
It is too large in scale and height and will impact views	The height of the building has been carefully selected to meet several key priorities and guidance provided in the Ancoats and New Islington NDF. This includes articulation of height and massing,

Comments	Response
around the area and the daylight/sunlight of Ancoats Green.	creating strong edges, landmarks and corners as well as an active ground floor. The NDF suggests a maximum of 8 storeys within the Poland Street Zone. A Key Views assessment was undertaken as part of the Heritage Assessment that has determined that no key views will be impacted, particularly in regard to the historical setting. A Daylight and Sunlight Assessment was undertaken to assess the impact the Mobility Hub may have on overshadowing. Overall, it was concluded that the surrounding properties and amenity areas will exhibit good levels of daylight and sunlight with the proposed development in place.
It is not in keeping with the Conservation Area.	Due to the distinctive nature of the proposed building, the Mobility Hub will create a prominent and juxtaposing development; however, it is noted that there are other contrasting buildings within the Conservation Area that make a significant contribution to the character and appearance of the area. The redevelopment of the existing industrial use of the Site will create a significant improvement to the visual attractiveness and vibrancy to the area. The building will also be able to provide a strong and attractive terminal feature at the north eastern end of George Leigh Street. The Proposed Development has been discussed with Historic England, as explained within this Statement. Further details are provided within the Design and Access Statement, Heritage Statement, and Planning Statement.
Request for more EV charging 102 EV charging points (25% of total) will be provided at the base build with the infrastructure in points, which should have the place to install further points if the demand increases up to 100% provision. This is a market-leading capacity to fully charge vehicles overnight and be made publicly available.	provision which surpasses other recently approved developments with public car parking elements. The majority of the EV charging points will be 7kw which are sufficient for overnight charging. In addition, seven charging points will also be rapid charge (50kw) primarily to support visitor trips. Seven rapid EV charging points (each rated at 50kW) will be available from 'day one' to support visitor parking. In line with the remaining spaces within the Hub, as demand increases EV charging can be installed and accommodated for future take-up.
Request for a sensory element within the landscape proposals and some artwork/sculptures.	The detailed landscaping design will be developed in due course and elements such as those mentioned within the comment can be considered at this stage. The overall landscape strategy has been influenced by the need to provide a through cycle route, street furniture and high-quality planting. The vertical green wall will create a prominent and striking emphasis for the surrounding area.
The Mobility Hub is not on any cycling routes/requests for more cycle paths.	The Mobility Hub will construct a segregated cycle path across the Site facilitating an eventual connection between Ancoats Green and George Leigh Street. It is noted that Public Realm Strategy is being proposed by MCC which will deliver neighbourhood wide landscaping masterplan across the Poland Street Zone. This presents an opportunity for further cycle and pedestrian links to connect to the Hub, in line with the aspirations of the NDF to improve connections throughout the framework area.

Comments	Response
	There is potential for future linkages to be made to existing Bee Lines and National Cycle Networks on Oldham Road to the north, George Leigh Street to the east and along the Rochdale Canal towpath to the south of the Proposed Development. MCC and Manchester Life will continue to discuss requirements and working arrangements as these develop.
Request for more cycle parking spaces.	The Mobility Hub will deliver 150 secure cycle parking spaces for commuters/visitors with associated lockers and a shower room. This will help to increase the options available to residents and visitors for cycling. This is a substantial offering which is more than available at Manchester Piccadilly or Manchester Victoria. In addition, a space for a future TfGM e-bike hire scheme has been included as part of the proposals. Residential developments coming forward within current and next phases of regeneration in Ancoats and New Islington will likely be provided with 100% provision of cycle parking spaces.
Request for more green walls.	The Mobility Hub will include 535 sqm of a modular green wall and 908 sqm planted green façade to increase the biodiversity of the Proposed Development whilst creating a striking, prominent feature.
Poland Street elevation is unattractive.	The elevations within the proposals for the Mobility Hub have been designed to a high specification. This has been influenced by the position of the building on the end of George Leigh Street as well as its response to the historical setting. This elevation has also been treated with a green façade to increase its attractiveness while increasing its biodiversity.
Commercial units need a loading area.	The ground floor commercial unit will be serviced via the Delivery Hub which can be accessed by delivery vehicles via Poland Street.
Request for automated underground parking.	It will not be possible to viably accommodate underground parking and still deliver the range of uses and public benefits that are currently being delivered through the Proposed Development.
Request for a brick façade.	The facades have been designed to reduce the amount of visible structure and limit the spill of light from within the Mobility Hub. Vertical metal fins will be used as cladding to create variety and depth along the facades. There is also a need for openable areas on the façade to allow for natural ventilation to be achieved.
Full access for people of all mobilities.	The Mobility Hub will provide 24 car parking spaces for disabled people. Accessible lifts have been provided on each level of the building.
Request for more ground floor commercial space.	The Mobility Hub will provide 221 sqm commercial space at the ground floor. The ground floor will also need to provide easy access to the delivery hub and cycle store. It is also considered that the provision of further commercial space in this location may be counter-productive, noting the strength and identity of Front of Ancoats (especially Cutting Room Square) which has a significant commercial offering.

Pre-Application Consultation

Local Planning Authority

Manchester City Council

- 3.19 During the design development stages undertaken prior to the submission of this planning and demolition consent application, regular dialogue has taken place with Manchester City Council Planning Officers in order to present the proposals and gather feedback. A series of meetings were held between September 2020 and April 2021.
- 3.20 The design processes for the Ancoats Mobility Hub has been informed by feedback from consultation with the Local Planning Authority (LPA) with detailed design meetings taking place. The overall feedback from these pre-application discussions has been positive and supportive in principle on the basis that the proposals are well designed and will form an important part of the adopted Strategic Regeneration Framework.
- 3.21 The following key considerations have been raised during pre-application discussions and addressed within the planning application submission:
- Façade appearance
 - Quality of materials
 - Transparency in external treatment
 - Mesh planting panels
- 3.22 To further clarify the scope of the application, in addition to the above meetings, an EIA Screening Opinion Request was submitted to MCC on the 1st April 2021 which set out that the Proposed Development is not of a type or scale which would necessitate an EIA. On 4 May 2021 a response was issued by MCC which confirmed that an Environmental Impact Assessment is not required.
- 3.23 In addition, the public consultation advertisement boundary was agreed with MCC's Planning Department on 18 November 2020.
- 3.24 The outcome of the pre-application discussions has been positive and supportive of the proposals in principle on the basis that they will complement wider planning and regeneration plans and economic objectives for the Ancoats and New Islington area and its surroundings, and on the basis that thoughtful and well considered design responses are provided for the Site.
- 3.25 Further details of how this has been achieved are provided within the accompanying application documents including the supporting Planning Statement and Design and Access Statement.
- 3.26 The Applicant will continue to work positively and pro-actively with Officers during the determination of the Application, responding to any issues that are raised during the formal consultation process.

Local Highways Authority and Transport for Greater Manchester

- 3.27 Engagement was made between the Transport Consultant Hydrock with Manchester City Council Highways and Transport for Greater Manchester (TfGM) through pre-application discussions that are outlined below.

Manchester City Council

- 3.28 A pre-application meeting was undertaken in February 2021 with MCC and TfGM to discuss the proposed development, and the proposals / requirements for access to the site.

3.29 Following the pre-application meeting with MCC, Hydrock submitted an email summarising the conclusions discussed in the meeting and the approach Hydrock intended to provide as part of the required supporting highways elements associated with the proposed development.

3.30 A copy of this correspondence is provided at Appendix 7, with Hydrock's suggested approach summarised as follows:

- Continued liaisons with TfGM;
- Transport Assessment;
 - Background / history of the site;
 - Description of existing highway conditions, including accident analysis;
 - Local policy (including parking standards);
 - Accessibility of the site - including pedestrian routes / improvements;
 - Development proposals - including proposed signalised junction improvements to include a new access into the site from Barton Dock Road;
 - Committed developments - Hydrock agreed the following with MCC:
 - Ref: 125927/FO/2020 - Proposed 22 Residential Dwellings;
 - Ref: 126467/FO/2020 - Proposed 22 Residential Dwellings;
 - Ref: 123887/FO/2019 - Proposed 37 Residential Dwellings; and
 - Ref: 123453/JO/2019 - 3 Commercial units.
 - Trip generation and Trip Distribution assessments;
 - Traffic Flow Data based on obtained surveys, and historic data from TfGM.
 - Assessment periods to be undertaken during the weekday hours of 08:30-09:30 and 17:00- 18:00; » Junctions to be assessed as per TfGM's requirements (detailed below);
 - Traffic calming proposals required to reduce speed to 20mph along Poland Street at the front of the site access;
 - Traffic Regulation Orders [TRO] proposals required surrounding the site access;
 - A Stage 1 - Road Safety Audit to be carried out to review proposals.

3.31 MCC responded in February 2021 confirming that the above was acceptable, with their response provided in Appendix 7.

Transport for Greater Manchester

3.32 As stated above, TfGM were also present at the pre-application meeting in February 2021 with MCC to discuss the proposed development, and the proposals / requirements for access to the site.

3.33 During this meeting Hydrock stated the following 5 junctions they anticipated would be required as part of any capacity assessments to support the application.

- Poland Street / A62 Oldham Road;
- Poland Street / Jersey Street;
- Jersey Street / A665 Great Ancoats Street;
- A665 Great Ancoats Street / A62 Oldham Road / Oldham Street / Swan Street; and
- Bengal Street / A62 Oldham Street.

3.34 TfGM confirmed they agreed with the above 5 junctions to be assessed. However, TfGM also requested further information of additional junctions that may be impacted upon by the trips generated by the proposed development.

3.35 Following this additional information request, Hydrock presented an anticipated wider junction impact assessment, with a full copy presented at Appendix 7. In summary, Hydrock's assessments highlighted the following additional 19 junctions to be considered:

- A56 Bury New Road / A6042 Trinity Way;
- A665 Cheetham Hill Road / A6042 Trinity Way;
- A665 Miller Street / A664 Angel Street;
- A664 Angel Street / Dantzic Street;
- A664 Angel Street / A664 Rochdale Road;
- A665 Miller Street / A664 Rochdale Road;
- A665 Addington Street / A62 Oldham Road;
- A664 Rochdale Road / Livesey Street;
- A62 Oldham Road / Livesey Street;
- A62 Oldham Road / Collyhurst Street;
- A665 Great Ancoats Street / Old Mill Street;
- A665 Great Ancoats Street / A662 Pollard Street;
- A665 Great Ancoats Street / Every Street;
- A665 Great Ancoats Street / A635 Pin Mill Brow;
- A665 Great Ancoats Street / Fairfield Street;
- A665 Great Ancoats Street / A635 Ashton Old Road;
- A665 Great Ancoats Street / Redhill Street;
- A665 Great Ancoats Street / Newton Street; and
- A665 Great Ancoats Street / George Leigh Street.

3.36 TfGM confirmed that would require percentage impact assessments to be undertaken at all of the aforementioned junctions, with evidence to demonstrate that the percentage impact would only result in 5% or less at each junction. If the impact is greater than 5% then capacity assessments of those junctions would be required.

3.37 A copy of relevant email correspondence between Hydrock, MCC highways and TfGM is presented in Appendix 6.

Local Ward Councillors

3.38 The Site lies within the Ancoats and Beswick Wards. Given the size of the regeneration area and the developments proposed, elected members representing both the immediate ward area and the adjacent ward of Miles Platting and Newton Heath were consulted. 6 elected members were directly contacted in advance of the public consultation event, as follows:

- Cllr Emma Taylor – Ancoats and Beswick Ward
- Cllr Majid Dar – Ancoats and Beswick Ward
- Cllr Rosa Battle – Ancoats and Beswick Ward
- Cllr June Hitchens - Miles Platting and Newton Heath

- Cllr Carmine Grimshaw - Miles Platting and Newton Heath
- Cllr John Flanagan – Miles Platting and Newton Heath

- 3.39 The public consultation advertisement boundary (Appendix 3) was shared with Councillors with confirmation received from Councillor Taylor that this was acceptable.
- 3.40 The Councillors were briefed on the proposals on 26 November 2020 and 18 March 2020. On both dates Cllr Emma Taylor and Cllr Majid Dar were in attendance but no formal comments or representations were made against the proposals.

Statutory Consultees

Greater Manchester Police

- 3.41 A meeting was held with Greater Manchester Police (GMP) on 12 November 2020 at the pre-application stage, to inform their preparation of a Crime Impact Statement for Back of Ancoats Phase 1.
- 3.42 In January 2021, GMP was commissioned to create specific Crime Impact Statements for Eliza Yard and the Mobility Hub.
- 3.43 GMP has confirmed that they are happy with the proposals as confirmed in the Crime Impact Statements submitted with the application, subject to the recommendations in the report being incorporated in the proposals.
- 3.44 The team will develop the detailed design on the basis of these recommendations, working with GMP during the delivery of the project. More detail on this is provided in the relevant Design and Access Statements.

Non-Statutory Consultees

Historic England

- 3.45 The Proposed Development is situated within the Ancoats Conservation Area and therefore requires consultations to be held with Historic England. An email was sent to Historic England on the 14th January 2021 outlining the proposals for the next phase of development in Ancoats and New Islington. Historic England responded on the 26 January 2021.
- 3.46 The following key considerations have been raised by Historic England and are addressed within the planning submission:
- Materiality/design
 - Alignment with pavement edge
 - Public and heritage benefits
 - Response to Site context
 - Maintenance of the green façade
 - Reinforcing the modern design
- 3.47 As recommended by Historic England, a follow up meeting was scheduled and presented on 9 March 2021. The consultation meeting was set up for the design team to illustrate how the scheme has developed in response to the considerations listed above.

- 3.48 Historic England had noted that the conservation area's significance has been partly eroded by the decline of Ancoats' industries, vacancy, deterioration and demolition. It was also noted that the Proposed Development was not identified to create a harmful effect on the special historic and architectural interest of any nearby Listed Buildings.
- 3.49 In previous engagement Historic England highlighted a number of areas in which they would like to see more information. Historic England noted that the revised drawings and explanatory text show that these were positively responded to and the building shows a marked improvement. It was concluded by Historic England that the Mobility Hub will be able to create a prominent and juxtaposing development that will deliver considerable public benefits in the form of significant infrastructure which will enable sensitive development of the remaining surrounding area.

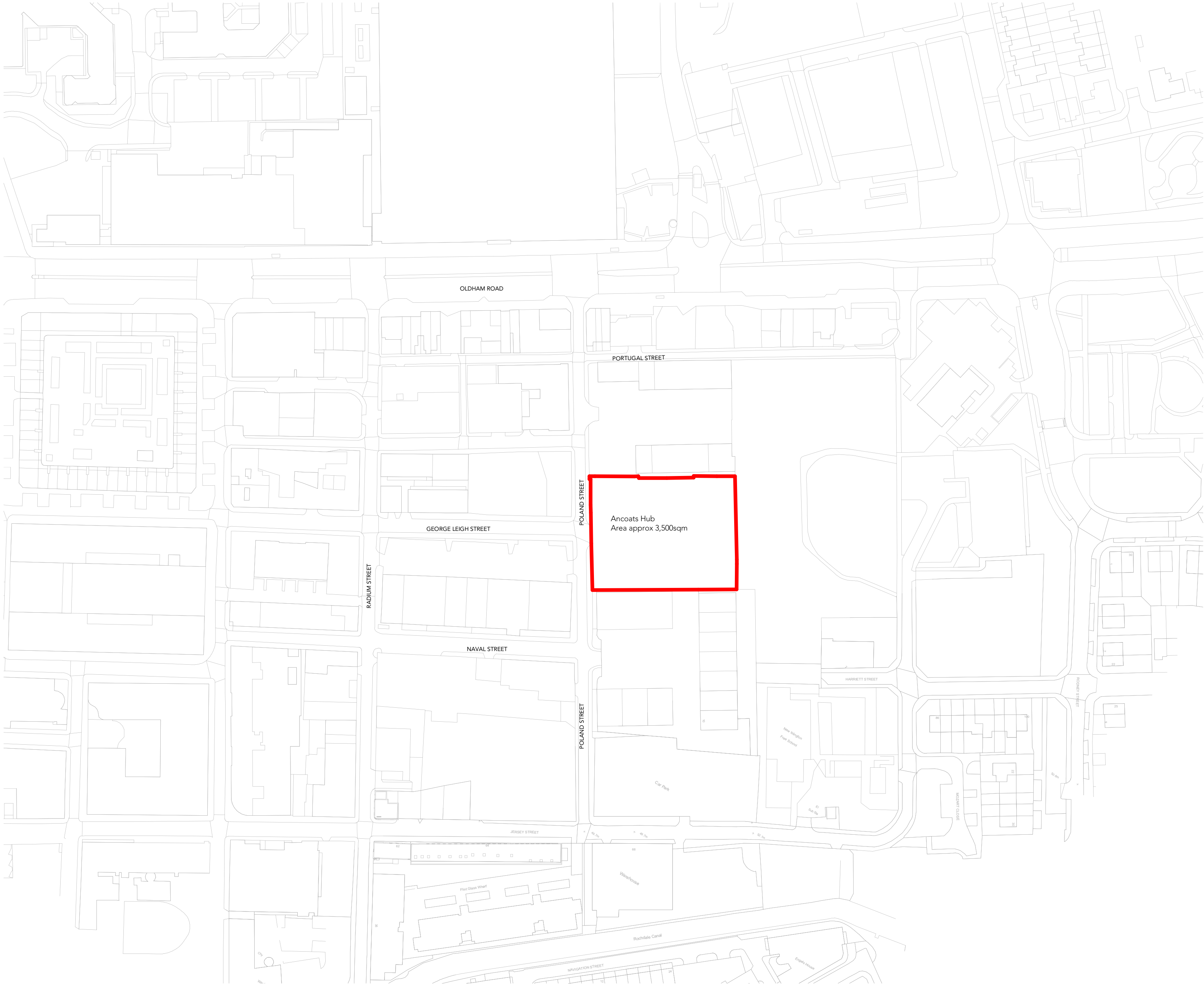
Summary

- 3.50 Overall, there is a wide support for the proposals being brought forward for the Mobility Hub. These will play an important role in regenerating Ancoats and New Islington, and in particular in Poland Street Zone.
- 3.51 In the Strategic Consultation The majority of respondents were supportive of the concept for the Ancoats Mobility Hub (69% of 102 respondents). Overall areas of support included praise for the move towards active travel in the neighbourhood and prioritising streets for people over cars. The majority of respondents were supportive of the detailed design proposals for the Mobility Hub and there was a strong support an innovative concept for promoting sustainable transport measures in line with the next phase of development coming forward in Ancoats and New Islington. There was a strong support for creating better connectivity to the park, including EV charging points and cycle parking and incorporating a modern design with living walls.
- 3.52 A number of comments were raised through the consultation from engagement with members of the public, the local community, Ward Members, as well as Statutory and Non-Statutory Consultees. Whilst some of these comments have been provided with a response, more justification is provided within the Planning Statement and Design and Access Statement supporting this Full Planning Application.
- 3.53 The Applicant is also committed to ensuring the consultation process will continue as part of the formal statutory planning procedure managed by the Local Planning Authority and beyond. During this process, the Applicant and the project team will continue to listen and engage with local stakeholders and, wherever possible, accommodate their ideas and aspirations.

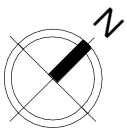
4. Summary and Conclusions

- 4.1 Consultation has been undertaken in accordance with the requirements of national policy (the Localism Act and the NPPF) and Manchester's Statement of Community Involvement.
- 4.2 The proposals form the next phase of development taking place within the Poland Street Zone, which is supported by the Ancoats and New Islington Neighbourhood Development Framework. The Neighbourhood Development Framework was endorsed in 2014 and later updated in 2016 and 2020 following extensive public consultation. The refreshed 2020 NDF 'Poland Street Zone' was created to guide future development of the area towards the back of Ancoats (also known as the Poland Street Zone) that has led to the develop of six sites being put forward, including the Mobility Hub.
- 4.3 In respect of the COVID-19 restrictions imposed during the early stages of the design development, consultations were limited to non-physical settings and therefore postcards were sent directly to addresses and directed them to an online consultation website. The consultation gauged opinions from all stakeholders in the local community. Valuable insights were gained and have informed the designs for the first phase of development of the Back of Ancoats.
- 4.4 The application proposals have been the subject of a significant amount of pre-application consultation, which has involved the use of a number of consultation methods to engage effectively with the Local Planning Authority, local residents and businesses, Ward Councillors, Greater Manchester Police, adjoining owners, and Statutory Consultees, to identify and consider relevant issues prior to the submission of the application for Planning Permission.
- 4.5 Pre-application engagement with local residents and businesses was principally focused online through updates to the website and two consultation periods during the design development. The most recent, public consultation website presented detailed proposals for four sites including the Proposed Development received 1,800 unique visitors during the consultation periods and the engagement generated 160 direct comments from the local community, businesses and stakeholders to date.
- 4.6 Any comments received have been addressed within this Statement and other supporting documents or will be subject to a future planning application as part of future phases.
- 4.7 The consultation process will also continue as part of the formal statutory planning procedure managed by the Local Planning Authority. During this process, the applicant and the project team will carefully consider any comments received from consultees and will respond as appropriate through the Local Planning Authority.

Appendix 1 – Site Location Plan



Note:
Do Not Scale from this drawing.
Dimensions are to be checked on site.
If in doubt please ask.



P0	29/04/21	AMP	Planning
Rev	Date	Intls	Details

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Buttress

41 Bengal Street
Manchester
M4 6AF

T 0161 236 3303
E contact@buttress.net
W www.buttress.net

Project Title	Ancoats Hub
Client	Manchester Life
Location	Poland Street Manchester

Drawing ref Site Location Plan

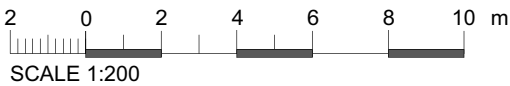
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Job No: 9032 Status PLANNING

Project: Origin: Zone: Level: Type: Disc: Number: Rev:

9032-BA-XX-00-DR-A- (01)000- P0

Site Location Plan
1 : 1250



Appendix 2 – ‘Strategic’ Consultation Summary



MANCHESTER
CITY COUNCIL

Early-stage consultation on the next phase of co-ordinated development in Ancoats and New Islington

Consultation summary and next steps March 2021

Overview

Our consultation on the early stage plans for developments across six sites in Ancoats and New Islington ran for five weeks from 8 December 2020 to 11 January 2021.

This consultation was an opportunity for members of the local community to provide their feedback to ensure local priorities and concerns are addressed as the plans continue to develop.

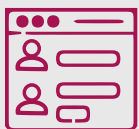
We publicised the consultation by sending consultation postcards directly to 4613 addresses within Ancoats and New Islington and contacting local community groups, as well as promoting the consultation via traditional and social media.

The consultation publicity directed people towards our consultation website, where we shared information about our early stage plans and asked visitors to complete a questionnaire to provide their views.

This summary document provides an update on the response we received to our consultation and then explains what we're going to do next.

We would like to thank everyone who took the time to provide their views.

Our consultation in numbers



5-week consultation



2,007 visitors to the website during the consultation period



102 responses to the consultation



91% of respondents were **local residents**



Neighbourhood priorities

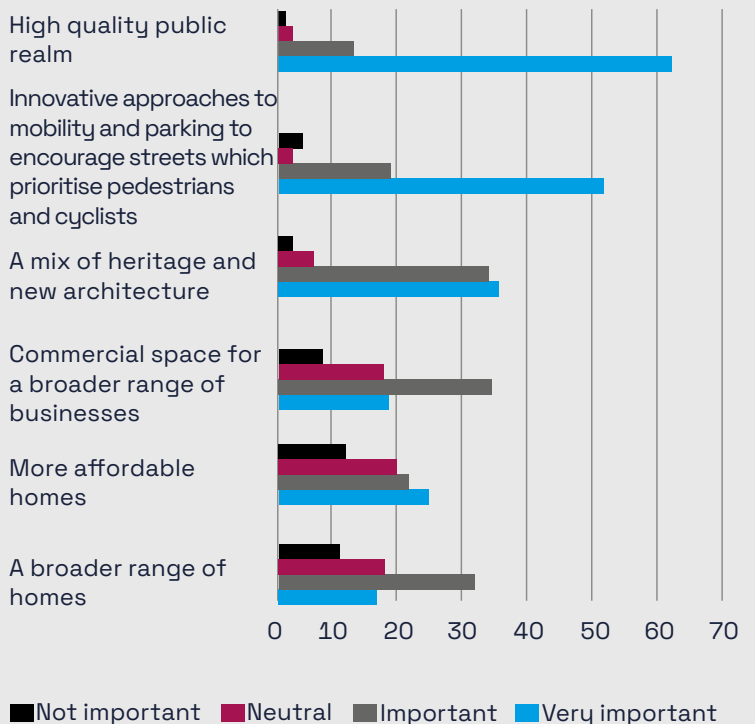
Before asking specific questions about the development sites, our feedback questionnaire started by asking people about their overall neighbourhood priorities.

These questions generated really helpful feedback which provides an important backdrop to the consideration of individual development sites.

It's clear that provision of high-quality public realm, especially green space, is a very high neighbourhood priority, as is the move towards more pedestrian-friendly streets.

We also asked people to tell us their favourite thing about living in Ancoats and New Islington, as well as things that cause them frustration. Again, the comments were varied and help us to understand local opinions.

Do you support the concept of the Mobility Hub?



Favourite things:



Frustrations:



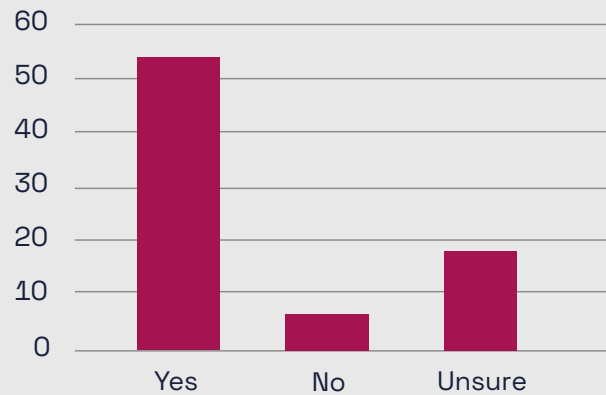
Ancoats Mobility Hub

Overall, 69% of respondents said that they supported the idea of the Mobility Hub and shared many positive comments about the move towards active travel and prioritising streets for people over cars.

There were a smaller number of comments from people who felt there should still be a place for cars within the neighbourhood and that they shouldn't be completely excluded.

Some respondents provided some more specific feedback in the form of suggestions and questions. A summary of this feedback is provided below, alongside an explanation of how the development team is considering these comments as the plans for the Ancoats Mobility Hub continue to develop.

Do you support the concept of the Mobility Hub?



Consultation comments	How will these comments be considered as the proposals progress?
Requests for significant numbers of EV charging points.	A key objective for the Mobility Hub is to provide access to sustainable modes of transport including cycling and walking, public transport and car clubs. Electric Vehicles (EVs) will be promoted through providing EV charging infrastructure for 25% of parking spaces from the outset, but the infrastructure within the Mobility Hub will be designed to enable this to increase with demand.
Suggestion that access to the Mobility Hub for deliveries should be carefully planned to avoid congestion.	The Mobility Hub design proposes an internal delivery hub; with a dedicated route for vehicles accessing the facility which should reduce impacts on the local highway network. A Management Strategy for how delivery vehicles will access the building shall be approved and implemented via the planning process to further minimise any congestion. The Mobility Hub has been, and continues to be, discussed in detail with Manchester City Council's Highways Department so appropriate traffic modelling is undertaken and any impacts assessed. A Transport Assessment will be submitted as part of any planning application.
Requests for priority access for local people. Some expressed concern that it will be used for commuter parking and therefore bring more traffic into Ancoats.	Whilst it is likely that some commuters will utilise the Mobility Hub in the immediate short term, the long-term ambition for the Mobility Hub is that it acts as infrastructure for Ancoats and, as a priority, serves its future residents by providing sustainable transport options and car parking. This reduces the need for car parking to be provided in residential developments that come forward in the future. Management procedures will be put in place so that residents of Ancoats who want a paid car parking space can be prioritised over commuters.
Aside from the Mobility Hub plans, there also needs to be a fast-track approvals process to retrofit EV charging points to other developments.	This comment is noted. The Mobility Hub will support sustainable transport decisions and, more generally as there is a move towards greater use of EVs in society, landlords and developers will have to respond to this trend.
Requests to explain the Mobility Hub concept more simply.	A further consultation is planned to present the Mobility Hub concept in more detail. We will ensure this is easy to understand.

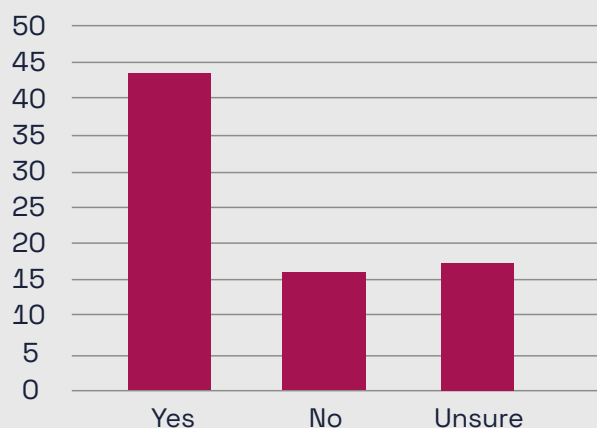
Eliza Yard

Overall, 57% of respondents said that they supported the intention to develop a high-quality residential scheme on this site.

Many of those respondents commented that the scheme would deliver much-needed new homes in the area as demand is high. A smaller number of respondents did not share this view, explaining that they thought the area had seen significant recent growth and doesn't need more residents.

A summary of more specific points and the response to these points is provided below.

Eliza Yard - Do you support the intention to develop a high-quality residential scheme on this site?



Consultation comments	How will these comments be considered as the proposals progress?
Significant support for ground floor commercial use.	The Eliza Yard team welcome supportive comments for the active ground floor uses proposed in the development.
Requests for high quality materials, with a preference expressed for brick and not cladding.	Delivering a high quality, well designed scheme is a priority for Eliza Yard. The choice of materials has been subject to considerable design evolution following discussions with key stakeholders including Manchester City Council and Historic England. The design is still evolving, and a detailed consultation will be held to present the finalised design.
Requests for inspiring and imaginative architecture with interesting elevational treatments.	As above, a considerable amount of time and effort has gone into developing the design to deliver an interesting, high-quality scheme whilst also being respectful to its location within the Ancoats Conservation area.
A request for the building to sit within the existing skyline, and a request to consider six storeys rather than eight.	The site's immediate context is characterised by vacant car parking sites and low-rise industrial units. However, the Ancoats and New Islington NDF sets out that heights across the framework area should be no more than eight-storeys. This has guided the height for Eliza Yard and is considered appropriate to the wider and future surrounding context.
A request to make it a zero-carbon development.	Eliza Yard will strive to be as sustainable and energy efficient as possible. It will utilise renewable energy sources, for example photovoltaic panels on the roof, alongside an 'all-electric' heating system which will benefit from the decarbonisation of the National Grid. This development will represent a step in the wider journey towards net zero carbon. An Energy and Environmental Standards Statement will be included as part of the planning application setting this out.
A question about removing the parking spaces currently on the site and whether this will displace cars elsewhere.	For the last four years, the site has been restricted to contractor car parking use only and was not publicly accessible.
Concern about the strain on local services – especially supermarkets and medical services.	The range of neighbourhood facilities available in Ancoats has grown quickly in recent years, and these facilities will be available to residents of Eliza Yard. As well as local facilities, the site's location within the wider city centre means there is a wide range of leisure, employment, retail, and health-care facilities for future residents. It is not considered that this development will cause undue strain on local services.

Downley Drive

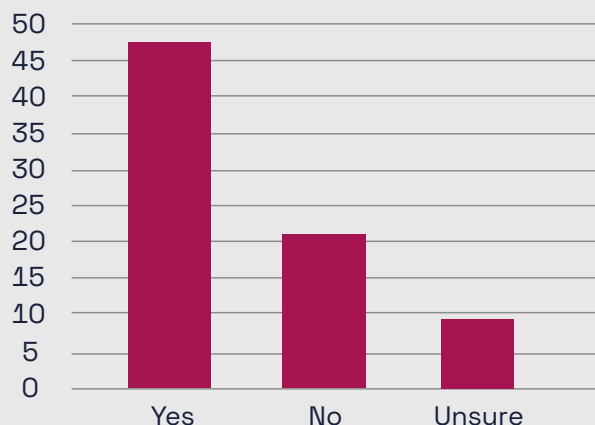
Overall, 61% of respondents said that they supported the intention to develop a high-quality residential scheme on this site.

Positive comments were expressed about the plans to create new frontages onto the street and encouraging safe and attractive streets.

There were several comments about development being welcomed as the area currently suffers from fly-tipping.

A summary of more specific points and the response to these points is provided below.

Downley Drive - Do you support the intention to develop a high-quality housing scheme on this site?



Consultation comments	How will these comments be considered as the proposals progress?
Questions as to whether the affordable housing will be genuinely affordable.	Great Places will own and manage the scheme and are bound by Homes England rules on affordability for rent and shared ownership sales. In addition, Great Places will work with the Council to deliver a Local Lettings Policy to prioritise those most in need.
Questions about whether it's possible to have an affordable housing scheme which is also high-quality.	The new properties will utilise a palette of traditional brickwork and be well detailed, and simply and elegantly proportioned to provide new comfortable homes. The buildings will be highly insulated to provide low carbon homes with the added enhancement of reducing running costs for the residents.
Opposition to building on 'Zone C', which is currently green space.	The vast majority of the site has previously been developed and the land is allocated for housing under the Miles Platting masterplan. The development will bring forward an enhanced public realm, with new trees and landscaping as an integral component of the new environment. The houses will have private gardens and the apartment building will have a communal garden for the benefit of its residents. The new development will increase "eyes on the street" surveillance of surrounding open areas making these more safely accessible to all local residents.
Requests for inclusion of commercial spaces at the ground floor.	Some sites within Ancoats and New Islington are more suited than others to provide ground floor commercial spaces. This land is allocated for housing and the plan is to deliver it as a 100% affordable housing scheme.
Questions about whether these proposals will result in changes to current pedestrian routes.	The houses are arranged fronting on to new streets to provide good connectivity into the exiting pedestrian and cycle network and to increase permeability through the neighbourhood as a whole. Pathway connections to the canal side tow path will be realigned in consultation with local residents.
Concern that the level of proposed parking may not be enough.	All houses will have one parking space with an Electric Vehicle charging point. 50% parking provision will be provided on the apartments with Electrical Vehicle infrastructure in place to futureproof the parking court. There will also be the provision of 100% cycle storage in the houses and apartments to encourage active travel. New residents will be within walking and cycling distance of the extensive range of services offered within the wider neighbourhood and city centre. They will also be able to easily access the local public transport infrastructure.

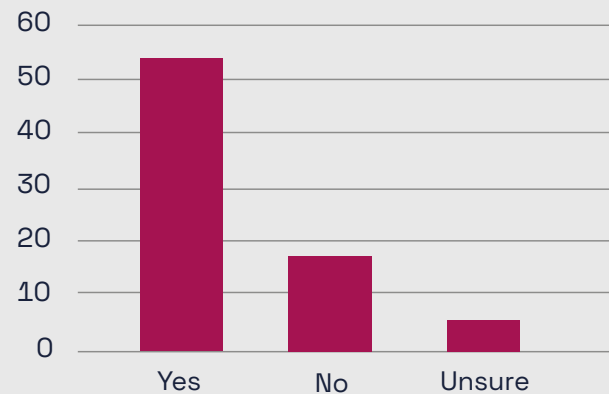
Ancoats Dispensary

Overall, 73% of respondents said that they supported the intention to refurbish and redevelop the Ancoats Dispensary.

There were many comments about the importance of Ancoats Dispensary to the area and sadness expressed about its poor state of repair.

A summary of more specific points and the response to these points is provided below.

Do you support the intention to seek to refurbish and redevelop the Ancoats Dispensary?



Consultation comments	How will these comments be considered as the proposals progress?
A mix of comments about heritage retention, with some stating they understood the challenges posed by the condition of the building and appreciated that it might only be possible to retain the key façades. Others, meanwhile, commented that the whole building should be retained or rebuilt where it is damaged, and new interventions should be kept to a minimum.	The Ancoats Dispensary is a Grade II Listed Building which is currently in a state of disrepair and some elements have been removed due to safety concerns. The remaining building is currently kept stable by scaffolding. Should the scaffolding be removed, without further structural repairs, the building will be at risk from collapse. The condition and constrained location of the building also mean that potential construction methods are limited and complex. The Ancoats Dispensary Team understand the importance of retaining and restoring the façades of highest significance, including the main façade to Old Mill Street and the Central Tower, and the façade to Lampwick Lane. The only feasible approach to redeveloping and reusing the Dispensary is to remove the south and west facades to create a viable footprint for the development. Without creating this amount of space, the Dispensary cannot be refurbished and brought back in to use for future generations to use and appreciate.
Several requests were made for the building to have some kind of commercial or community space so that non-residents can still access and enjoy the building. Various suggestions were made about potential uses, including spaces for small businesses, a library, an arts facility a food hall and an events space.	Given the challenges presented by the condition of the building, the redevelopment of Ancoats Dispensary relies heavily on the ability to secure external funding, which is extremely difficult to achieve for community or office uses. Funding is available and has been secured for affordable housing. This use, combined with the proposed number of apartments, enables a viable scheme to be brought forward, without which there is not a future for the building. Including community or retail uses within the building would mean that affordable housing provision would be reduced, making the scheme unviable unless a large upwards extension was added. This would impact negatively on the significance of the Grade II Listed Building. Furthermore, the introduction of an active frontage along Old Mill Street is not considered to be appropriate given that it would result in a high level of intervention to a highly significant façade.
Questions as to whether the affordable housing will be genuinely affordable.	Great Places will own and manage the scheme and are bound by Homes England rules on affordability for rent. The development will provide apartments for Affordable Rent capped at 80% of Market Rent.

Wadeford Close and Jersey Street Housing Sites

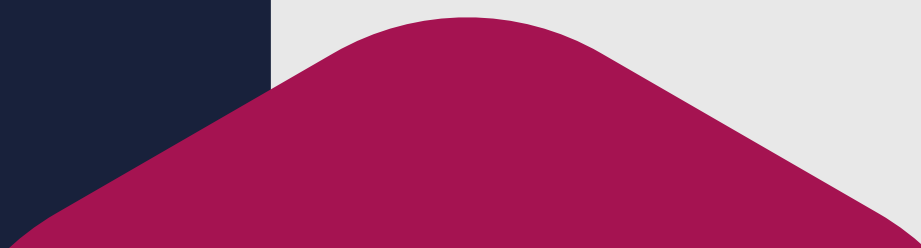
As part of the consultation, two further sites for future residential development were introduced, one on Wadeford Close (an affordable housing development to be brought forward by Manchester City Council) and one on Jersey Street (a residential scheme by Manchester Life).

The plans for these two sites were still at a very early stage and only the site locations were presented as part of the consultation information. As such, no specific questions about these proposals were asked within the consultation questionnaire. In the general comments, some respondents did mention their preference to retain as many of the mature trees along the Rodney Street edge of the Wadeford Close site as possible.

Next steps

The design teams are continuing to develop the detailed design proposals for the Ancoats Mobility Hub, Eliza Yard, Downley Drive and Ancoats Dispensary, taking into consideration the feedback received as part of this consultation.

Another phase of consultation will be held soon on each of the detailed design proposals for these four sites. This will be an opportunity to see more detailed plans and visualisations, with the opportunity to comment on these plans in advance of the submission of individual planning applications.



Appendix 3 – Consultation Boundary



Appendix 4 – Consultation Leaflets

Get involved in shaping the next phase of development in Ancoats and New Islington

Over recent years, Ancoats and New Islington have been transformed into thriving and liveable communities on the edge of the city centre.

Manchester City Council, Manchester Life and Great Places Housing Group are now developing proposals for a coordinated phase of development across a number of sites around the area.

The priorities for this phase of developments include:

- A broader choice of homes and more affordable housing.
- New commercial spaces for local businesses to serve the community and increase economic activity.
- Public realm improvements and prioritisation of streets for people over cars by supporting active travel, sustainable transport options and last-mile delivery aggregation.

These proposals are at an early stage and we want to hear from you to ensure local priorities are addressed as these plans develop.



MANCHESTER
CITY COUNCIL



Have your say

We would like to share our early stage plans with local people before we move onto the next stage of design.

We can't hold a traditional consultation events at the moment, so we are making information available on a dedicated consultation website, where you will have the opportunity to find out more and provide your feedback.

Website: www.haveyoursay-ancoats.co.uk

Email: consult@haveyoursay-ancoats.co.uk



This consultation is open until 11 January 2021.

If you do not have access to the internet, please call
08081 968 345 and we can organise to send information to you in the post.

Return address if undelivered:

Unit 5, Royal Mill, 17 Redhill Street, Manchester M4 5BA

Get involved in shaping the next phase of development in Ancoats and New Islington

In December last year, Manchester Life, Great Places Housing Group and Manchester City Council introduced early stage plans for a coordinated phase of development across Ancoats and New Islington to continue the transformation of the area.

We asked local people to provide their views and consider priorities such as a broader choice of homes, new commercial spaces, and improvements to the public realm.

Now, we would like your feedback on more detailed plans for four of the sites within this phase of development:

Eliza Yard: A residential development of 118 new apartments being delivered by Manchester Life.

Downley Drive: An affordable housing scheme led by Great Places, which will deliver a mixture of 68 houses and apartments.

Ancoats Mobility Hub: An innovative project that embeds sustainable transport and parking options with other shared neighbourhood services into the heart of the community.

Ancoats Dispensary: A residential scheme led by Great Places, including repair and restoration of key elements of the listed building along with an extension.



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CITY COUNCIL



Have your say

Having developed these plans in response to community comments, we'd like to share our updated plans and listen to your views before submitting planning applications for each of these developments.

We have updated our dedicated consultation website to provide more detailed information about these four development proposals. Please take a look and provide your feedback.

Website: www.haveyoursay-ancoats.co.uk

Email: consult@haveyoursay-ancoats.co.uk



This consultation is open until 16 April 2021.

Please do get in touch with us if you have any questions about these plans. Our consultation team is here to help.

If you do not have access to the internet, please call **08081 968 345** and we can send you information in the post.

Return address if undelivered:

Unit 5, Royal Mill, 17 Redhill Street, Manchester M4 5BA

Appendix 5 – Consultation web pages



Get involved in shaping the next phase of development in Ancoats and New Islington

Welcome and thank you for visiting the consultation website for the next phase of regeneration and neighbourhood development in Ancoats & New Islington.

Over recent years, the neighbourhoods have transformed into a thriving and liveable community on the edge of the city centre.

There is now an opportunity for a coordinated phase of development across four underused sites in the Poland Street Area of Ancoats and two sites in New Islington, to build upon the previous success and further the evolution of Ancoats into a sustainable neighbourhood that can attract aspirational young people and families.

Together, these locations enable the delivery of **over 400** new homes for a broad range of housing needs in support of Manchester’s housing requirements, and space for more local businesses and community activities.

This will create the momentum for further homes to be developed in line with the scale outlined in the [Neighbourhood Development Framework](#).

Adopting this coordinated approach also ensures that the community grows around shared access to a new sustainable mobility hub, and with enhanced streets and public spaces.

Priorities for this phase include:

- A broader choice of homes and more affordable housing.
- New commercial spaces for local businesses to serve the community and increase economic activity.
- Public realm improvements and prioritisation of streets for people over cars by supporting active travel, sustainable transport options and last-mile delivery aggregation.



Ancoats & New Islington (map courtesy of Google Earth)

Manchester Life Development Company has been instrumental in Ancoats’ regeneration since 2014 and is now coordinating this next phase in partnership with Great Places and Manchester City Council, as well as a range of landowners.

Our first stage consultation was an opportunity for the community to provide vital feedback to ensure local priorities and concerns are addressed as plans develop. This consultation was open to the public between 8 December 2020 and 11 January 2021.

Individual consultations for each of the six projects will be held in due course, beginning in early 2021. These will present detailed proposals in advance of individual planning submissions.

The six developments under consideration have been identified to support specific requirements set out within the Ancoats and New Islington Neighbourhood Development Framework.



Eliza Yard by Manchester Life – a residential development of approximately 120 homes with commercial units on the ground floor.



The Ancoats Mobility Hub for neighbourhood-wide usage. The facility would provide sustainable transport choices, smart logistics and other shared neighbourhood services. Business planning work to support the delivery strategy for the Ancoats Mobility Hub is being undertaken by Manchester Life.



Ancoats affordable housing by Manchester City Council.



Residential Housing – Jersey Street – a residential development being led by Manchester Life.



Downley Drive – an affordable housing development by Great Places, providing approximately 70 homes.



Ancoats Dispensary – a residential scheme including repair and restoration of key elements of the listed building along with an extension.

PROPOSED SITES →





Manchester City Council, Manchester Life and Great Places are working together to seek feedback on this coordinated phase of development in Ancoats and New Islington.

Manchester Life

Manchester Life was set up in 2014 as a joint venture between the Abu Dhabi United Group and Manchester City Council to restart the regeneration of Ancoats and deliver housing for Manchester’s growing professional population.

Manchester Life operates as an investor, developer, placemaker and landlord, and has invested £250m to deliver 1,460 homes and twenty commercial units in the neighbourhood over the past five years.

This investment has acted as a catalyst for further regeneration and development in the area, which has seen Ancoats transformed into the vibrant, sought-after, and nationally recognised neighbourhood it is today. (www.mcrlife.co.uk)



Great Places

Great Places Housing Group has 24,000 homes in more than 30 local authority areas.

Social purpose is at the heart of Great Places, and the group provides specialist support to over 2,500 people across the North West and Yorkshire.

We invested £52m into building homes, with 213 homes completed and 69 on site in 2019/20, as well as running a wide range of projects and initiatives to benefit our customers and their communities. (www.greatplaces.org.uk)



Manchester City Council

The City Council will continue to coordinate regeneration activity in Ancoats and New Islington to promote the development of an inclusive neighbourhood which develops in line with Manchester’s housing needs and sustainable transport priorities.

As well as coordinating the regeneration at a neighbourhood level, the City Council has identified a site for its own affordable housing development on Wadeford Close. The City Council will also lead a process with all developers across Ancoats and New Islington to improve the existing public realm and create new open and green spaces.

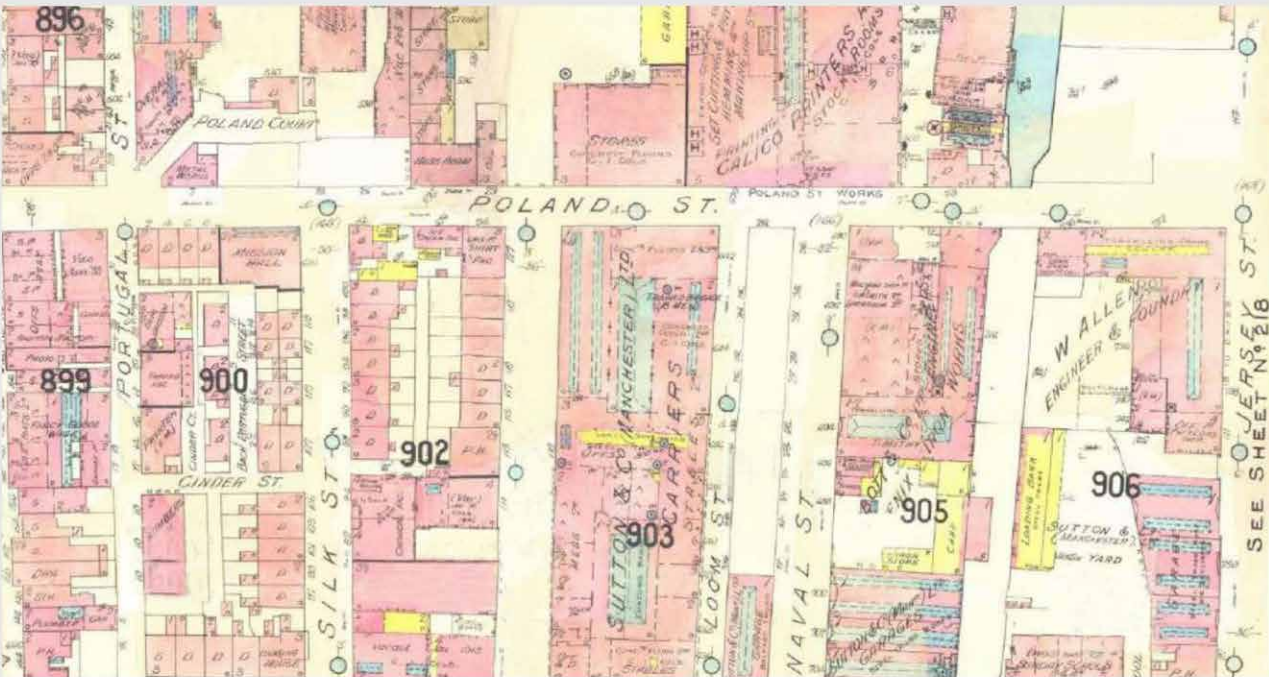




The Neighbourhood

Background

A shared vision saw Ancoats, once a deeply distressed place, emerge as a thriving neighbourhood for Manchester's population. During the late 18th to early 20th century, Ancoats and New Islington was a thriving industrial district of Manchester, until it suffered significant economic decline during the post-war years.



Historic map of Ancoats and New Islington

The decline of Britain's textile industry saw Ancoats' population decline. By the '90s the area was suffering from high levels of crime and dereliction.

From the early 1990's onward the City Council has worked in conjunction with government agencies, businesses, community stakeholders and developer partners to develop and deliver comprehensive regeneration strategies in the area.

The 2008 financial crisis halted many previous regenerations and placemaking efforts.

With the remaining community vulnerable and a severe housing shortfall in the city, Ancoats was identified as a priority area for intervention on the Eastern edge of the city centre.

Following a series of coordinated interventions and partnerships, Ancoats has now seen its population grow and is noted as one of the most liveable communities in the country.

Developers, landlords, cultural venues, local businesses and community groups now contribute towards community cohesion, safety, and the continued improvement of public spaces.

Critical infrastructure has been delivered including the completion of Cutting Room Square in 2010 and Cotton Field Park in 2011. A permanent home for the Manchester Grammar School sponsored New Islington Free School opened in September 2013.

New homes have been delivered, facilitating the area's transformation into a neighbourhood of choice.

Manchester Life Development Company has delivered over 1,250 new homes for rent and sale across Ancoats and New Islington, including the refurbishment of the Grade II* Murrays' Mills. Over 200 more are under construction for completion in summer 2021.

Space for 14 local businesses has been provided across Manchester Life's developments with more coming in summer 2021. Collectively they have won an unprecedented number of awards within two years of opening.

Tenants have been identified, and leases managed closely to control opening hours and help create an attractive community for both businesses and residents, and a vibrant daytime and evening economy.

Prominent local businesses include Rudy's which opened its first outlet in Ancoats in 2015, the Jane Eyre, which was Manchester Life's first commercial tenant to open in 2018, and Mana which became the first restaurant in Manchester to be awarded a Michelin Star in 2019.

Great Places have also been a key delivery partner in New Islington since the start of the re-development of the area and delivered the first of the new properties which served to re-house a number of the previous residents in 2006. Great Places own and manage nearly 200 properties of different tenures in the area, and our management arm Plumlife successfully undertake the estate management of the Marina area.

Urban Splash, who first committed to New Islington in 2000, has made significant progress in delivering its houSe and Mansion House proposals with these developments framing the New Islington Marina. On completion, Urban Splash will have created over 400 new homes and 125,000 sq ft of commercial space across New Islington. In Ancoats, Urban Splash is owner of the historic Beehive Mill, with the Prince's Trust as anchor tenant.

Developers including Mulbury, Northern Group, and Step Places have or are also providing new homes within the neighbourhood.



Recent developments in Ancoats and New Islington

The Oglesby Centre at Halle St Peters opened its extension in November 2019. This provides additional practice rooms and performance spaces alongside a new café and will facilitate a broader cultural offer and opportunities for larger events.

A reliable marker of the power of cohesive place-making is measured by the confidence that has returned to the neighbourhood, with many more people, businesses and developers now participating in Ancoats' ongoing success.

This transformation of Ancoats has become a powerful symbol of modern Manchester – 21st-century living and a strong community in historic areas.

The majority of this new development has been in the parts of the neighbourhood closest to the city centre, with the area beyond seeing very little new growth.

The future development proposals identified in this phase need to ensure the area remains true to its roots and current character but meets future housing, sustainability, economic and community needs.



Recent developments in Ancoats and New Islington





Neighbourhood Development Framework

A Neighbourhood Development Framework is a document which sets development and urban design principles to guide the positive regeneration of an area around a vision that meets the needs of the community and city.

The regeneration and development that has taken place so far has been guided by the Ancoats and New Islington Neighbourhood Development Framework (NDF) which was originally endorsed by Manchester City Council in October 2014.

The NDF highlights Ancoats and New Islington's location on the edge of the City Centre, and the critical role it plays in supporting the city's housing requirements.

An updated version of the NDF was endorsed in December 2016 to incorporate principles for the second phase of major development in the neighbourhood, breaking down the neighbourhood into 6 distinct zones across Ancoats and New Islington.

In July 2020, Manchester City Council endorsed a refreshed NDF focussed on the Poland Street Zone in Ancoats which was prepared to ensure future development preserved the character of the area whilst meeting future housing, sustainability and community needs.

To fulfil this vision, a neighbourhood wide delivery strategy for public realm improvements will also be prepared.

At a high level, the NDF (2014, 2016, and 2020) states that development in the area will:



Respect past historic form and character, whilst also looking for opportunities for repurposing, reinterpreting and contributing to a safe and attractive environment.



Build on the strong sense of community already present in the neighbourhood, whilst also diversifying the community through provision of a range of residential spaces and employment spaces that can cater for residents, visitors, employees and employers at all stages of life and work.



Provide the right mix of uses to provide employment opportunities within walking distance of home; encouraging active travel; creating green spaces; and supporting the zero carbon agenda.



Encourage people to live active, healthy lifestyles through careful design of buildings and spaces.



Include green streets which will build on the wider strategic green network and green spaces that enable long distance pedestrian and cycle movement, complementing existing routes, including the Rochdale Canal and emerging Bee Network.



Be a low car use area with high levels of cycle parking. Where car parking is accommodated it will offer the ability to charge electric vehicles.



Create a welcoming place that connects through to surrounding areas and neighbourhoods and encourages active travel.



Be a welcoming residential area with a range and mix of accommodation befitting a neighbourhood of choice, complemented by active and dynamic street spaces.



Provide a safe and secure environment, where developments are designed using the principles of [Secured by Design](#).



Demonstrate a strong commitment to place making with a coherent experience across the neighbourhood with character areas, streets and spaces feeling intuitively part of a wider whole, supporting a high quality of life.

THE 2016 NDF CAN BE ACCESSED IN FULL [HERE](#) →

THE 2020 NDF AVAILABLE TO DOWNLOAD [SOON](#) →



Ancoats and New Islington NDF Area showing the six character areas (NDF 2016)
(1 Great Ancoats Street and Oldham Road; 2 The Ancoats Core; 3 Poland Street; 4 Great Ancoats Street Frontage; 5 New Islington; 6 Ashton Canal Corridor)

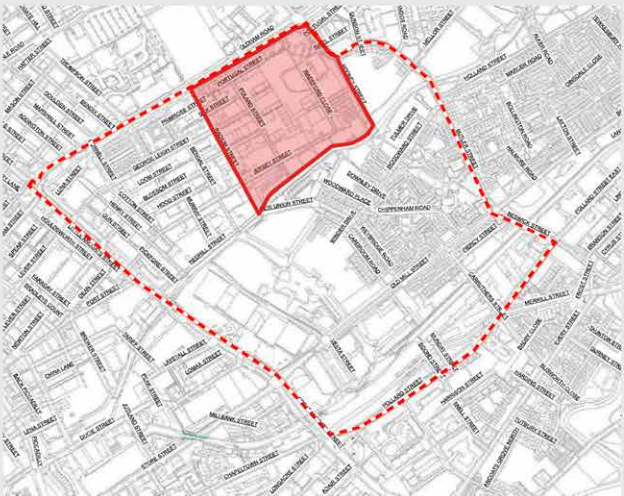


Image showing Poland Street zone (highlighted in red) within the boundary of Ancoats and New Islington (NDF 2020)





What impact could this next phase of development have?

This next phase of development will ensure positive momentum is maintained to continue the evolution of Ancoats and New Islington by growing the existing community and further diversifying the residential offer, particularly through the provision of affordable housing.

The development will support growth in East Manchester and expand the City Centre. When considered in totality, development in these districts aims to deliver a joined-up approach to regeneration across the northern and eastern extents of Manchester City Centre.

This phase recognises the importance of prioritising brownfield development and creating neighbourhoods of choice in the most sustainable location, therefore reducing the need for release of greenfield land which encourages urban sprawl.

Delivering all six sites as part of this coordinated phase of development will result in a wide range of social, economic and environmental benefits.



Social benefits

- Delivery of affordable housing, increasing the range of housing options locally.
- Bringing activity and vitality to the area, supporting the creation of inclusive routes and connections through the neighbourhood which will be accessible to all including those visiting, living and working in Ancoats and New Islington regardless of age and ability.
- Increasing natural surveillance within the neighbourhood improving safety and security in the area both during the day and at night.
- New commercial units providing opportunities for commercial, social, and community uses.



Economic benefits

- Creation of jobs through the construction and operational phases of the development, including direct employment within the supply chain. There will be a commitment to jobs for local people through a Local Labour Agreement.
- Further job creation and additional economic benefits through the provision of commercial units.
- Delivery of new homes thus providing Council Tax receipts to MCC in perpetuity and the proposed commercial floorspace in some of the schemes will be liable for the payment of business rates.



Environmental benefits

- Sustainable reuse of underutilised brownfield land and a Grade II listed building through the delivery of new homes including affordable homes which meet the needs of Manchester's expanding population.
- Securing the beneficial, long-term, re-use of the Ancoats Dispensary and allowing the architectural and heritage significance to be fully appreciated, whilst removing the risk of further deterioration to this Grade II Listed Building, and the risk to public safety.
- Enhancing the neighbourhood identity of New Islington by reusing the Grade II listed Ancoats Dispensary and improving a key route along Old Mill Street.
- Supporting the promotion of electrical vehicles through the provision of EV charging infrastructure.
- Offering the potential to centralise delivery services within a single hub rather than multiple deliveries going to individual buildings.
- Improved pedestrian and cycle linkages which will encourage the use of sustainable modes of transport and connect key regeneration areas and transport hubs.



Ancoats and New Islington



Ancoats and New Islington





Proposed Sites

The next phase of development in the Ancoats and New Islington neighbourhood will comprise six developments:

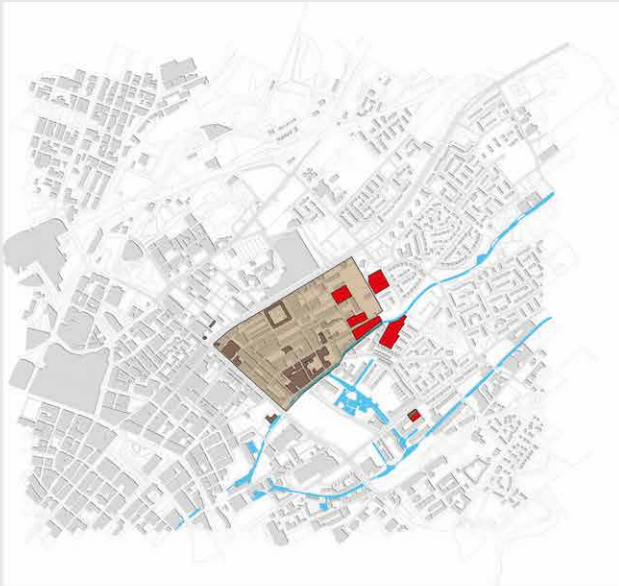
- The **Ancoats Mobility Hub** for neighbourhood-wide usage. The facility would provide sustainable transport choices, smart logistics and other shared neighbourhood services in line with the ambitions set out in the City Centre Transport Strategy.
- **Eliza Yard** by Manchester Life – a residential development of approximately 120 homes with commercial units on the ground floor.
- **Ancoats affordable housing** by Manchester City Council (MCC)
- **Residential Housing Jersey Street** by Manchester Life.
- **Downley Drive** – an affordable housing development by Great Places, providing approximately 70 homes.
- **Ancoats Dispensary** – a residential scheme including repair and restoration of key elements of the listed building along with an extension.

Once developed these proposals would provide:

- Over 400 new homes, including a large amount of affordable housing.
- Active ground floor uses through the inclusion of commercial units.
- An integrated, transport hub encouraging active travel within the neighbourhood and beyond.
- Redevelopment of the Ancoats Dispensary.



Ancoats and New Islington NDF Area showing the six character areas (NDF 2016)
(1 Great Ancoats Street and Oldham Road; 2 The Ancoats Core; 3 Poland Street;
4 Great Ancoats Street Frontage; 5 New Islington; 6 Ashton Canal Corridor)



Ancoats Conservation Area (NDF 2020) showing Listed Buildings (dark brown)
and the six development sites (red)

ELIZA YARD -





MANCHESTER CITY COUNCIL

PROPOSED SITES
ELIZA YARD
DOWNLEY DRIVE
ANCOATS MOBILITY HUB
ANCOATS DISPENSARY
NEW RESIDENTIAL SITES



Eliza Yard

The site for the project is located on the corner of Jersey Street and Poland Street and is currently used as a surface car park. Historically, the former Bengal and Rochdale Canal Arms would have connected to a central yard on the site serving the surrounding industries of glass and iron works. Remnants of the bridges over the former canal arms can be seen on Poland and Jersey Street adjacent to the site.

Our proposals intend to create a unique new location for living to kick-start the regeneration of the Back of Ancoats with great amenities and strong place-making characteristics.

The brief is for approximately 120 new dwellings through a mix of 1, 2 and 3-bedroom apartments. The scheme will rely on the Ancoats Mobility Hub to deliver its parking requirements. As a result, the scheme will only need two disabled parking bays, allowing the ground floor to be activated with commercial and workspace uses in addition to the building's central amenity facilities.

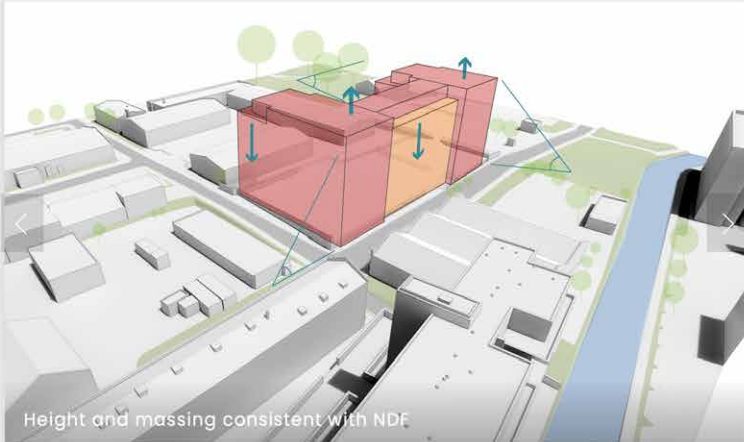
The scheme's massing is intended to respond to the building's existing context as well as the illustrative spatial masterplan within the NDF, staying within the proposed eight storey datum.

The design will help promote strong future connections between Ancoats Green and the Rochdale Canal.

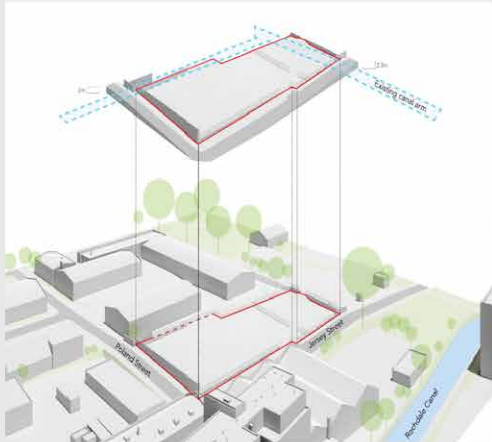
Level thresholds will be provided to all parts of the building, both residential and commercial, as well as to the central yard space with two lifts serving all eight storeys.

The proposed carbon philosophy is to implement a "Mean, Lean, Green" approach to developing an efficient, low carbon, comfortable and healthy building to help meet MCC's low carbon targets.

The scheme is being delivered by Manchester Life.



Height and massing consistent with NDF



Site Analysis



Precedent image - Streetscape



Precedent image - Active ground floor



Precedent image - Materiality



Precedent image - Residents' amenity space



Precedent image - Private residents' yard

DOWNLEY DRIVE →





Downley Drive

The site comprises an area of circa 6,500 sq. m sitting behind existing properties on Downley Drive and Kingham Drive and further bounded by Woodward Place, St Vincents Street and the Rochdale Canal. The site was part developed in the early 1900s as engineering works and later in the 1960s with the addition of a maisonette block.

These buildings were all subsequently demolished with the site now lying vacant and part enclosed by a perimeter wire fence. Adjacent to the site are a variety of housing developments including apartment developments and two storey terrace row housing. In terms of topography, the land falls away from the canal towpath level.

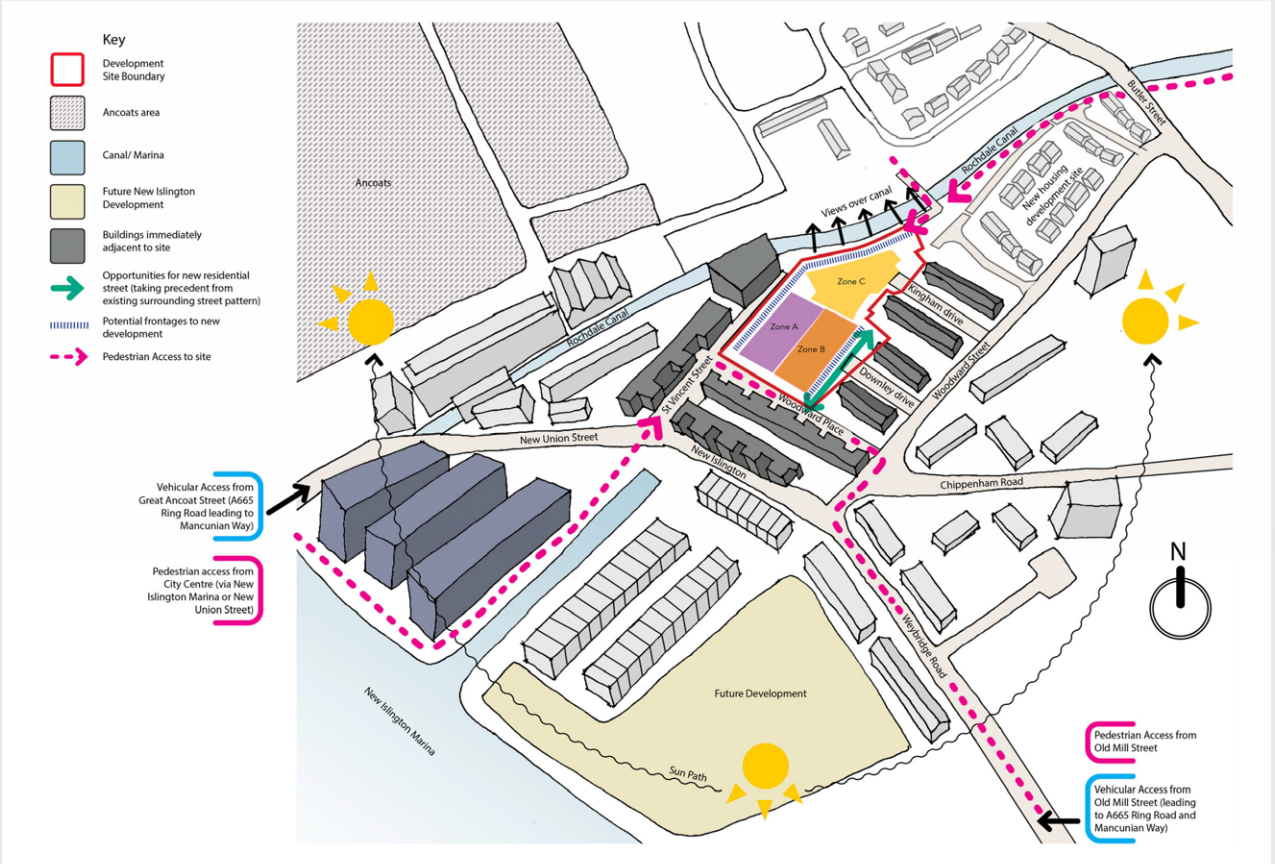
The development will comprise a mixture of houses and apartments across three zones.

- Zone A will contain houses intended to be available for purchase on a shared ownership basis;
- Zone B will have houses intended to be available at an affordable rent; and
- Zone C will contain 1 bed and 2 bed apartments within a single building, intended to be let at a social rent level.

It is envisaged that about 70 new dwellings can be provided across the site. The houses will be terrace rows with private rear gardens all fronting onto streets and connected into the existing street network to tie in with the scale and grain of the existing houses. Towards the Rochdale canal, the apartment building will increase in scale to provide a transition to the existing Canal Point / Burgess House apartment development and the scale of development proposed to the north of the canal. The apartments will be provided with lifts and accessible at each level.

The new houses and apartments will work towards meeting Manchester's low carbon targets on a fabric first basis with high levels of insulation to reduce energy consumption.

The scheme will be delivered by Great Places.



Site Analysis



Photographs of the current site



Precedent Images for Downley Drive

ANCOATS MOBILITY HUB





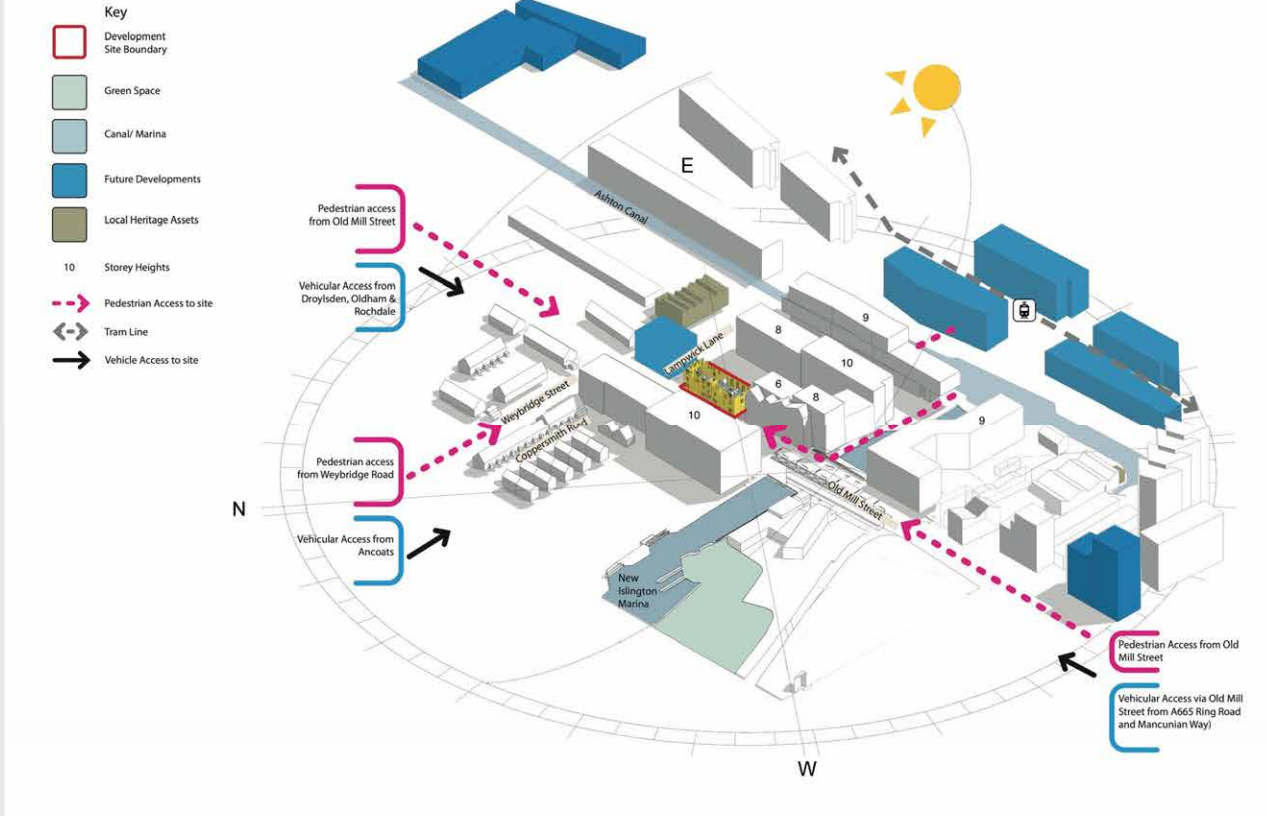
Ancoats Dispensary

Site Description

The site comprises the three storey (with basement) gothic style Grade II Listed Building, known as Ancoats Dispensary, which is located south of Old Mill Street in New Islington, Manchester. The site boundary runs to the edge of Old Mill Street and is tightly positioned around the building. Most of the small sections of remaining land surrounding the Dispensary is taken up by the scaffolding which is holding the derelict structure in place.

The scheme will comprise:

- An affordable rent scheme
- A mixture of 1 and 2 bed homes
- Delivered by Great Places, to complement the ongoing commitment Great Places has to New Islington.



Site analysis highlighting considerations, issues, and opportunities

History

Until 1820, the Manchester Infirmary was the only medical institution in the city. As Manchester's population grew it became clearer that more provision was required to meet growing demand for medical help. As such, the Ancoats Dispensary building was built in 1874, to provide basic healthcare for the local labouring population to work alongside the work of the Manchester Infirmary. It was the earliest building on what subsequently grew to become the much larger site of the Ancoats Hospital.

A drawing from 1885 shows the Ardwick and Ancoats Dispensary and Ancoats Hospital as original. The extended waiting room can be seen to the rear east side of the building as below:

Demand for its services were such that the Dispensary, now hospital, would need to expand. A new extension, the Albert Victor Pavilion, was built and opened in 1888. This can be seen on the 1893 map below:

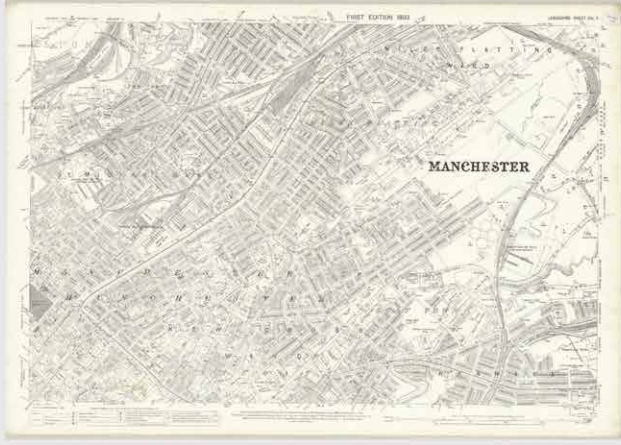
In 1900, a new, single storey Accident and Outpatients department was built to the west of the building and soon after the southern extended side of the old waiting room was demolished to make way for a larger children's ward and new nurses' home.

In 1907, Dr Alfred Barclay established Manchester's first radiology department at Ancoats Dispensary. Noted orthopaedic (bones / muscles) surgeon Sir Harry Platt set up the country's first dedicated fracture clinic here in 1917 followed by the North of England's first physiotherapy department.

The revised map below shows the extent of the Ancoats Dispensary and Ancoats Hospital in 1915



Ardwick and Ancoats Dispensary and Ancoats Hospital



OS Lancashire CIV.7 (Manchester) Surveyed: 1888 to 1891, Published: 1893.



OS Lancashire CIV.7 (Manchester) Revised: 1915, Published: 1922.

By 1935 the hospital had grown to include a new four storey ward block, two new operating theatres, new pathology and physiotherapy departments, a girls institute and nurses home, and new mortuary and laundry facilities. It was in use until 1989 when it was closed when the local NHS services were joined-up. It has been empty ever since and has become more and more derelict. The figure below shows the extent of the hospital at this time.

Post-closure

The Dispensary building lay empty and derelict for 12 years before the site was purchased for redevelopment by Urban Splash in 2001. The site has since had a long history and many owners.

Since the hospital closed, most of it has been demolished. The Ancoats Dispensary is now the last building from the Ancoats Hospital still on the site and the adjacent Lampwick development is under construction on much of the former Hospital site.

Over the years the Ancoats Dispensary has fallen into disrepair and some elements have been removed due to safety concerns. In May 2019 some brick elements were dismantled and a temporary retention scaffold was put up by Urban Splash Ltd to hold the walls in place. Further demolition works were then undertaken in September 2021 to remove the dangerous parts of the building, such as the central tower feature fronting Old Mill Street. This was put into storage at Grey Mare Lane Police Station.



1981 Ordnance Survey Map

Ultimately, all structures on the site which are not Grade II listed; including the nurses' home, ward blocks, and various other buildings, have been demolished.

In September 2016, Ancoats Dispensary Limited (ADL) took over the lease of Ancoats Dispensary from Urban Splash. Initially ADL successfully secured backing from the Heritage Lottery Fund (HLF), providing £1.2million of funding to undertake immediate stabilisation works and enable it to fully develop its plans to restore the building and deliver a long-term use. This would unlock further funding.

Before getting funding confirmed from the HLF, in 2017 ADL submitted applications to MCC for the reconstruction, restoration and reconfiguration of the Ancoats Dispensary to provide a development for community use (16665/FC/2017). However, ultimately the full HLF funding was not awarded to ADL, and as the project needed this to proceed, the application was not progressed any further.

In February 2018, the ownership of the Dispensary was returned to Manchester City Council.



Picture showing building prior to demolition works



Picture showing the building with scaffolding

Significance

The main Ancoats Dispensary building was listed as Grade II in 1974 (as shown in the figure below) and has significance as the earliest and most architecturally notable building of the former hospital.

Much of the internal features no longer remain and floors have collapsed. There is little remaining architectural form or detail in these spaces, apart from the part intact spine walls and chimney flues.

An independent Heritage Appraisal of the building has been carried out by KM Heritage in November 2020.

The heritage significance of the building's elevations and interior ranges High-Medium-Low, as set out below. The heritage significance of the spaces inside the building is almost all related to their historic uses.

Areas of High Significance

The front, main elevation - based upon its architecture as well as its interest as part of the local community. As the central tower, which was the most distinctive architectural feature of the building, has been removed due to safety concerns, the front elevation has less of an architectural impact.

- The eastern side of the building - due to the level of architectural detail.
- For each floor, the central circulation space.



Ancoats Dispensary 1975, picture from K M Heritage report

Areas of Medium Significance

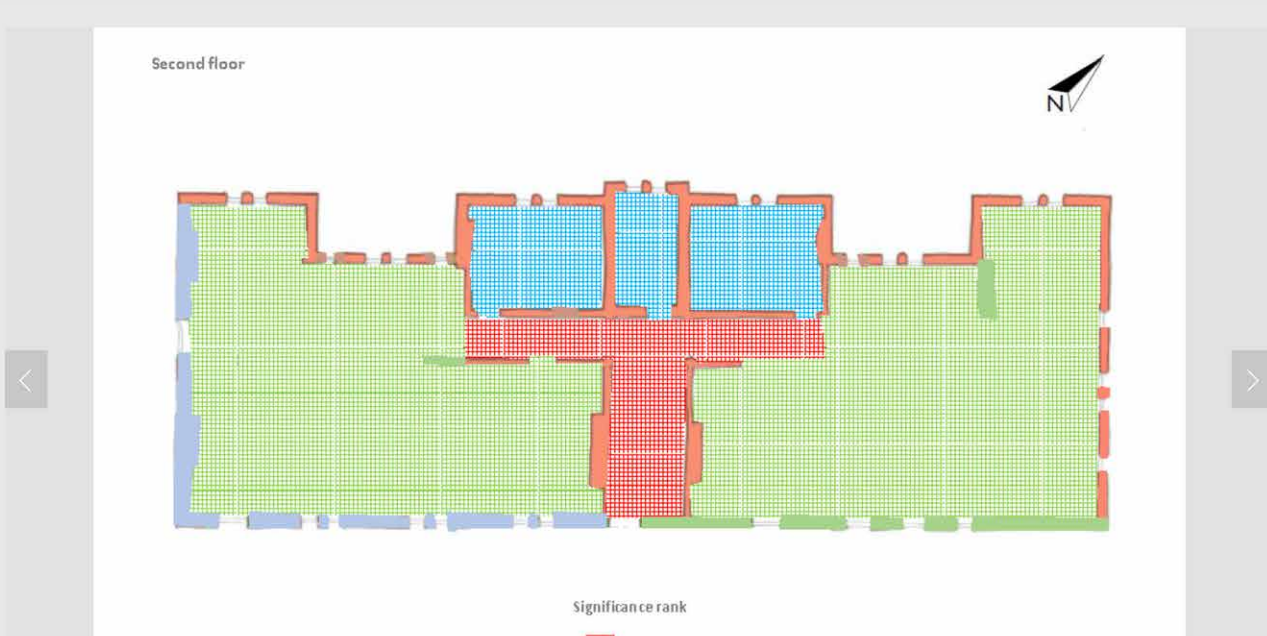
- The western elevation - it has some brick scarring; is much plainer than the east; and is partly hidden from the street due to the adjacent residential development which is currently under construction.
- The western half of the southern elevation - most affected by extensions and the removal of extensions over the years.
- For each floor, the corridors.
- The form of the central four rooms of ground floor level.
- The two front rooms on the upper floors.

Areas of Low Significance

- The eastern half of the south elevation is of low significance.
- Spaces in the upper floors apart from the two front rooms, central corridors and circulation space.

Summary

In summary, there is little architectural form or detail in the remaining building and the significance of the building has declined over the years as it has fallen into a state of disrepair. The building is now in a dangerous condition, as set out in more detail below, and many of the important architectural features, such as the central tower, no longer remain in situ or have been destroyed. Redevelopment of the Ancoats Dispensary is needed to ensure the further deterioration of the building doesn't impact further on its significance.



Building Condition

Sadly, the building is in a very poor condition. Due to the roof being removed and the building being left open to the elements, the internal floors were destroyed. Since then the condition of the walls and inside the building has improved but the building is now not safe to access inside.

A 2016, Conservation Management Plan (CMP) prepared by Purcell found that the building was derelict and the remains were mainly the internal and external load bearing walls, which are supported by scaffolding. The first and second floors have been removed and walls considered to be at risk of collapse have been reduced in height. All roof structures have been removed from the building in addition to much of the central tower.

A condition survey by Buttress Architects and Scott Hughes Design Engineers in January 2020 confirmed that the condition of Ancoats Dispensary is stable, but this is largely due to the complex scaffolding which is holding-up the structure.

The condition survey also confirmed the findings of the Purcell CMP. Where the historic interior survive, they are not entire (for example, only part of a staircase) and they are not salvagable. The main standing parts of the building are therefore the internal and external load-bearing walls. The condition survey concluded that the remains of the building are open to the weather and that the lack of a roof means that exposed wall tops and windows continue to allow water and plant growth to impact on the structure of the building.

In terms of short and long term stabilisation, repair, and rebuilding works, the Condition Survey concluded that the Old Mill Street and Lampwick Lane facades are the most viable in terms of retention and future structural solutions. It is also recognised that these facades are of high significance.



Current building condition

Options

An Options Appraisal has been undertaken to explore a number of potential uses for the building, including: office, hotel, mixed residential, community / leisure, and affordable housing. It also tested what would happen if the building was left as it is. This assessment included a number of baseline assumptions:

- Retention of as much historic fabric as possible, focussing on the most significant facades.
- Construction methodology requires removal of sections of external wall to facilitate safe access.
- No scope for car parking provision.

At this stage, this appraisal has identified that affordable housing represents the only viable use because of the range of grant funding solutions which are available to schemes delivering affordable housing.

Further design work on the detailed proposals is ongoing.



Precedent images for Ancoats Dispensary





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NEW RESIDENTIAL SITES



New Residential Sites

Affordable Housing – Wadeford Close

A site has been identified for Affordable Housing as shown in the image below. In the longer term, this will be delivered by Manchester City Council.

Residential Housing – Jersey Street

Plot C in Ancoats will be brought forward by Manchester Life in the future to deliver a residential development. Whilst at an early stage, it is considered that approximately between 150 and 180 units may be delivered on this site.



Red line boundary for Wadeford Close/Jersey Street Affordable Housing





Have your say

What happens next

Thank you for taking the time to engage with us on these proposals.

Our consultation on early stage proposals closed on **11 January 2021**.

All comments will be taken into account by the team as the proposals evolve.

You can still call our freephone information line ([08001 968 345](tel:08001968345)) or email consult@haveyoursay-ancoats.co.uk if you have any questions about these plans.

During the next stage of consultation, detailed proposals for each site will be presented prior to the submission of any planning applications. These are expected to take place from early 2021.

A Statement of Consultation will be submitted with each of the planning applications which will summarise the feedback received alongside responses from the Project Team.



Red line boundary for Wadeford Close/Jersey Street Affordable Housing



Appendix 6 – Correspondence with MCC Highways and TfGM

Fw: KRN Ref 20/312 - Ancoats Mobility Hub

Leanne Chapman <leanne.chapman@manchester.gov.uk>

Tue 2021-04-13 7:08 AM

To: Andy Connell <andy.connell@manchester.gov.uk> 2 attachments (821 KB)

Junctions Assessed.pdf; Percentage Impact Table.pdf;

Hi Andy,

Hope all is well with you,
Email from TFGM, FYI.

Best Wishes

Leanne Chapman, Assistant Engineer (Mon-Thurs)
Highways Development Control
Growth and Neighbourhoods Directorate

Mobile: 07971384481

Email: leanne.chapman@manchester.gov.uk

Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



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From: Jordon Harris <Jordon.Harris@tfgm.com>**Sent:** 08 April 2021 09:50**To:** Leanne Chapman <leanne.chapman@manchester.gov.uk>**Cc:** Landuse <Landuse@tfgm.com>**Subject:** KRN Ref 20/312 - Ancoats Mobility Hub

Hi Leanne,

TfGM's comments on the latest information (attached for reference) submitted to us by Chris Rushton at Hydrock for the above application are as follows;

- Percentage impact should be presented on an approach by approach basis rather than looking the whole junction together.
- Subject to the analysis of the traffic flows being correct then the conclusion about the need for further assessment are acceptable.
- We can confirm that the signal timing information is available. Email gmutc@tfgm.com and quotation for the information will be provided along with the timescales.
- Note that if the impact of the flows on the junctions are significant then appropriate mitigation would be expected – it would be prudent to discuss the results of the modelling with MCC and TfGM prior to submission of the TA.

Thanks

Jordon Harris

Infrastructure Development Support Officer
Transport for Greater Manchester

2 Piccadilly Place, Manchester M1 3BG
Direct line 0161 244 1072, Extension 701072
www.tfgm.com

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Minutes

Meeting: Ancoats and New Islington – Councillor Briefing Session

Held on: Thursday 18 March

Location: Microsoft Teams

Present: Katie Wray, Andy Cowan, Hannah Graham, Cameron Radford (Deloitte)

Ian Knight (Manchester Life Development Company)

Stephanie Dylak (Great Places Housing Group)

Andy Avery, Matthew Burl (Buttress)

Cllr Emma Taylor, Cllr Majid Dar (Ancoats & Beswick Ward Councillors)

Copies to those invited but not in attendance: Cllr Rosa Battle (Ancoats & Beswick Ward Councillor)
Cllr June Hitchens, Cllr Carmine Grimshaw, Cllr John Flanagan (Miles Platting & Newton Heath Councillors)

Description

- 1: AC provided an overview of the sites that would be presented to Councillors today and an overview of other stakeholders that had been engaged with over the past few months to inform design development.
 - 2: A run through of the proposals for each Site that would be presented at the public consultation was given by Buttress, as explained below.

For each Site, AC provided an overview of the feedback from the last public consultation exercise which took place between December 2020 and January 2021 including a discussion on how the proposals have responded to these.
 - 3: Eliza Yard and Ancoats Mobility Hub – Manchester Life Development Company (MLDC) schemes presented by MB, illustrating the latest development proposals and how the design had evolved since our last presentation to Councillors
-

Downley Drive – a Great Places (GP) scheme presented by AA, illustrating the latest development proposals and how the design had evolved since our last presentation to Councillors. SD also spoke about the background to Great Places acquiring the Site and their aspirations for the proposal to be an exemplar in terms of sustainability.

4: AC also outlined Downley Drive's regeneration history highlighting its status as brownfield land to be brought forward for residential development in line with long-term aspirations held by Manchester City Council. It was noted that the Site that had previously been subject to planning permissions and referenced in MCC regeneration guidance since the early 2000s.

5: An opportunity was then given to Councillors to ask questions:

- a. Cllr Dar noted that the proposals were good. He stated that he liked the terracotta and panelling and questioned whether the panelling is insulated. MB explained that the terracotta is a rain screen and therefore is not insulated.
 - b. Cllr Dar questioned whether the Eliza Yard development was 6 or 8 storeys. MB advised that the development is 8 storeys.
 - c. Cllr Dar questioned how many business units will be provided on the ground floor of the Eliza Yard development. MB advised that there are currently 5 commercial units at ground floor.
 - d. Cllr Dar questioned whether the Mobility Hub will be used by everyone or just for residents that live in the area and will there be different arrangements for residents. IK explained that the Mobility Hub is principally for the residential developments that will be coming forward but in the short-term may be used by everyone. IK stated that they will explore whether a season ticket could be an option for residents.
 - e. Cllr Taylor stated that she had no questions and advised that she will be stepping down as a Councillor for Ancoats and Beswick after the May elections in 9 weeks' time.
-

6: A final opportunity was given to GP and MLDC to comment prior to closing the session. Deloitte advised that a copy of the presentation will be shared with the Councillors and that the project team will inform the Councillors when the consultation goes 'live'.

Chris Rushton

From: Andy Connell <andy.connell@manchester.gov.uk>
Sent: 24 March 2021 11:17
To: Chris Rushton; Sam Denby
Subject: Re: KRN Ref. 20/312 - Ancoats Green Mobility Hub

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Hi Chris, yes that's fine.

Regards,

Andy Connell (Working Times until the end of
March 2021:- Tuesday to Thursday 0700 - 1600)
CURRENTLY WORKING FROM HOME
Traffic Engineer
Highways Service, Neighbourhoods Directorate
5th Floor Bridgewater House
Whitworth Street
Manchester
M1 6LT

Tel External: 0161 219 6510
Tel Internal: 801 36510
Work mobile: 07949 611265
E-mail: andy.connell@manchester.gov.uk
Web: <http://www.manchester.gov.uk>

From: Chris Rushton <ChrisRushton@hydrock.com>
Sent: 24 March 2021 10:12 AM
To: Andy Connell <andy.connell@manchester.gov.uk>; Sam Denby <SamDenby@hydrock.com>
Subject: RE: KRN Ref. 20/312 - Ancoats Green Mobility Hub

Hi Andy,

Thanks for getting back to me yesterday.

Apologises for any confusion, but the attached plan was produced to identify all of the committed developments within the area. However, we weren't suggesting that we would need to include all of these in our assessments. In fact we would propose that only the sites (highlighted in red) within the figure below is required.

If you can confirm that you are happy with this approach, then we will get these included within our assessments. Obviously, if there are specific ones you want us to include, then we can do add these our proposed committed development sites.

Cheers,
Chris



Kind regards

Chris Rushton BA (Hons) CMILT MTPS
Associate | Transportation

Following government advice, I am currently working from home. If we need to speak, drop me a line and I'll get straight back to you. For wider information on working with Hydrock during COVID-19 visit hydrock.com/coronavirus.

Hydrock

Northern Assurance Buildings, 9-21 Princess St, Albert Square, Manchester M2 4DN
Tel: +44 (0)161 804 5550 Ext: 5005 Mob: 07469858024
Email: ChrisRushton@hydrock.com
hydrock.com



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From: Andy Connell <andy.connell@manchester.gov.uk>

Sent: 23 March 2021 14:44

To: Chris Rushton <ChrisRushton@hydrock.com>; Sam Denby <SamDenby@hydrock.com>

Subject: Re: KRN Ref. 20/312 - Ancoats Green Mobility Hub

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Hi to both, apologies for delay - been off and now being asked to prioritise for city centre reopening on 12th April!

Committed development proposals for inclusion look fine to me.

Regards,

Andy Connell (Working Times until the end of
March 2021:- Tuesday to Thursday 0700 - 1600)

CURRENTLY WORKING FROM HOME

Traffic Engineer

Highways Service, Neighbourhoods Directorate

5th Floor Bridgewater House

Whitworth Street

Manchester

M1 6LT

Tel External: 0161 219 6510

Tel Internal: 801 36510

Work mobile: 07949 611265

E-mail: andy.connell@manchester.gov.uk

Web: <http://www.manchester.gov.uk>

From: Chris Rushton <ChrisRushton@hydrock.com>

Sent: 22 March 2021 11:58 AM

To: Andy Connell <andy.connell@manchester.gov.uk>

Cc: Sam Denby <SamDenby@hydrock.com>

Subject: RE: KRN Ref. 20/312 - Ancoats Green Mobility Hub

Hi Andy,

Following the email I sent on 05/03/21, I'm just contacting you to obtain a response from MCC as to what committed development sites are required to be included within our assessments.

If you can get back to me asap on this please, as this needs to feed into our modelling assessments.

For ease of reference, I've re-attached the drawing illustrating the committed developments Hydrock have identified following a search of MCC's planning portal to identify committed developments within the vicinity of the site.

I look forward to hearing back from you soon.

Cheers,
Chris

Kind regards

Chris Rushton BA (Hons) CMILT MTPS

Associate | Transportation

Following government advice, I am currently working from home. If we need to speak, drop me a line and I'll get straight back to you. For wider information on working with Hydrock during COVID-19 visit hydrock.com/coronavirus.

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Northern Assurance Buildings, 9-21 Princess St, Albert Square, Manchester M2 4DN

Tel: +44 (0)161 804 5550 Ext: 5005 Mob: 07469858024

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From: Chris Rushton

Sent: 05 March 2021 15:41

To: andy.connell@manchester.gov.uk

Cc: Sam Denby <SamDenby@hydrock.com>; Ian Knight <ian.knight@mclife.co.uk>; Riccardo.Boncinelli@tfgm.com; Richard.Dolphin@tfgm.com

Subject: RE: KRN Ref. 20/312 - Ancoats Green Mobility Hub

Hi Andy,

As discussed in the meeting yesterday, Hydrock have undertaken a search of MCC's planning portal to identify committed developments within the vicinity of the site. Please find attached a copy of the plan which identifies these committed developments.

If you can please review, and provide any comments / confirm which of these sites are required to be included within our assessments.

Additionally, as per our meeting yesterday evening, we looked forward to receiving TfGM's data / comments in relation to traffic impact assessments early next week.

Cheers,
Chris

Kind regards

Chris Rushton BA (Hons) CMILT MTPS
Associate | Transportation

Following government advice, I am currently working from home. If we need to speak, drop me a line and I'll get straight back to you. For wider information on working with Hydrock during COVID-19 visit hydrock.com/coronavirus.

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Northern Assurance Buildings, 9-21 Princess St, Albert Square, Manchester M2 4DN
Tel: +44 (0)161 804 5550 Ext: 5005 Mob: 07469858024
Email: ChrisRushton@hydrock.com
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From: Andy Connell <andy.connell@manchester.gov.uk>
Sent: 04 March 2021 07:15
To: Sam Denby <SamDenby@hydrock.com>
Cc: Richard Dolphin <Richard.Dolphin@tfgm.com>
Subject: Fw: KRN Ref. 20/312 - Ancoats Green Mobility Hub

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Sam, apologies for my earlier mistake.

Here are the comments from TfGM.

Regards,

Andy Connell (Working Times until the end of
March 2021:- Tuesday to Thursday 0700 - 1600)
CURRENTLY WORKING FROM HOME
Traffic Engineer
Highways Service, Neighbourhoods Directorate
5th Floor Bridgewater House
Whitworth Street
Manchester
M1 6LT

Tel External: 0161 219 6510

Tel Internal: 801 36510
Work mobile: 07949 611265
E-mail: andy.connell@manchester.gov.uk

From: Riccardo Boncinelli <Riccardo.Boncinelli@tfgm.com>
Sent: 01 March 2021 10:27
To: Leanne Chapman <leanne.chapman@manchester.gov.uk>
Cc: Landuse <Landuse@tfgm.com>
Subject: KRN Ref. 20/312 - Ancoats Green Mobility Hub

Please find attached comments on the latest scoping submission for the development:

- MCC need to inform applicant of committed developments.
- Percentage impact assessment of predicted flows is not a valid way of assessing impact of the new flows on the highway network.
- Junction assessments: The data collection was in October 2020 – this is in the reduced traffic volumes due to COVID – the flows should be cross referenced against the pre-COVID figures using the ATC data available from TfGM or other sources and factored up accordingly
- More justification is required to back the assertion that the existing residents in the area will use the new car park – just because they are residents doesn't mean that they will automatically use the car park especially if there is an additional cost
- Paragraph: 2.3.6 – the 20 per cent value for uptake in the hub needs more justification
- TfGM would prefer that there are no netted-off trips for the car park and as such all trips to and from the car park are new – this could be run as a separate sensitivity test.
- Paragraph 2.4.1 For a 407 space car park – presumably mostly work trips – these numbers seem low

Regards,

Riccardo Boncinelli

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Chris Rushton

From: Andy Connell <andy.connell@manchester.gov.uk>
Sent: 17 February 2021 08:50
To: Sam Denby
Cc: Neil Bayliss-Rowe; Ian Knight; Edwards, Amelia; Chris Rushton
Subject: Re: [Hydrock: 16857-TMBI] RE: Mobility Hub - Junction Assessments

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Hi Sam, agreed.

Regards,

Andy Connell (Working Times until the end of
March 2021:- Tuesday to Thursday 0700 - 1600)
CURRENTLY WORKING FROM HOME
Traffic Engineer
Highways Service, Neighbourhoods Directorate
5th Floor Bridgewater House
Whitworth Street
Manchester
M1 6LT

Tel External: 0161 219 6510
Tel Internal: 801 36510
Work mobile: 07949 611265
E-mail: andy.connell@manchester.gov.uk
Web: <http://www.manchester.gov.uk>

From: Sam Denby <SamDenby@hydrock.com>
Sent: 16 February 2021 6:06 PM
To: Andy Connell <andy.connell@manchester.gov.uk>
Cc: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>; Ian Knight <ian.knight@mcrilife.co.uk>; Edwards, Amelia <Amelia.Edwards@macegroup.com>; Chris Rushton <ChrisRushton@hydrock.com>
Subject: RE: [Hydrock: 16857-TMBI] RE: Mobility Hub - Junction Assessments

Hi Andy,

Many thanks for your time earlier.

Further to our discussions my notes of our conversation is set out below. If you feel there is any discrepancy I would be most grateful if you could flag these so our records are correct.

- We discussed the existing carriageway and footway widths on Poland Street not being what we would plan for if we were starting with a blank canvas. You confirmed this was not uncommon in Manchester City Centre and was not considered a show stopper;
- We discussed the potential of a one way system. While this options was not ruled out per se, you made the point that a one way system can create more challenges than it solves;
- You confirmed MCC will not accept surface dressing/a coloured carriageway as speed mitigation, therefore some vertical proposal to act as a deterrent to vehicle speeds is required. It is noted that the current speed limit along Poland Street is 20mph;
- We discussed the options of speed cushions and raised tables at junctions. Speed cushions were discounted due to the available carriageway width issues;
- We also discussed about having two raised tables either site of the hub access, located off Silk Street/George Leigh Street. The aim is reducing traffic speeds in the vicinity of the proposed vehicle access points of the hub. We have set out a revised proposal which is attached FYI; and
- It was discussed that undertaking an independent Road Safety Audit is appropriate to confirm if such an arrangement is acceptable.

Kind regards

Sam Denby BA (Hons) MSc CMILT
Technical Director | Transportation

Hydrock

Northern Assurance Buildings, 9-21 Princess St, Albert Square, Manchester M2 4DN

Tel: (0161) 804 5550 Internal Ext: 5014

Mobile: 07584 081 586

Email: SamDenby@hydrock.com

From: Andy Connell <andy.connell@manchester.gov.uk>
Sent: 16 February 2021 08:34
To: Sam Denby <SamDenby@hydrock.com>
Cc: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>
Subject: Re: [Hydrock: 16857-TMBI] RE: Mobility Hub - Junction Assessments

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Thanks Sam,

With regard to traffic calming, the provision of junction plateaus as depicted in appendix G could fit the bill although measures should be spaced every 60/70m to have the desired effect. Therefore, depending on the lengths between junctions you might need other measures such as speed cushions between plateaus eg between Jersey St and Naval St.

Regards,

Andy Connell (Working Times until the end of
 March 2021:- Tuesday to Thursday 0700 - 1600)
 CURRENTLY WORKING FROM HOME
 Traffic Engineer
 Highways Service, Neighbourhoods Directorate
 5th Floor Bridgewater House

Whitworth Street
Manchester
M1 6LT

Tel External: 0161 219 6510

Tel Internal: 801 36510

Work mobile: 07949 611265

E-mail: andy.connell@manchester.gov.uk

Web: <http://www.manchester.gov.uk>

From: Sam Denby <SamDenby@hydrock.com>

Sent: 12 February 2021 12:05 PM

To: Richard Dolphin <Richard.Dolphin@tfgm.com>; Andy Connell <andy.connell@manchester.gov.uk>

Cc: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>; Ian Knight <ian.knight@mcrilife.co.uk>; Edwards, Amelia <Amelia.Edwards@macegroup.com>; Chris Rushton <ChrisRushton@hydrock.com>

Subject: [Hydrock: 16857-TMBI] RE: Mobility Hub - Junction Assessments

Afternoon Richard/Andy,

I hope you are well.

Further to our recent meeting please find attached an updated technical note for your review. Much of the information is the same to that which we provided back on 23rd December 2020 but the key differences are:

- The size of the hub parking facility has provisionally increased to 407 spaces and the number/assessments have been updated to reflect this;
- We have presented a 'wider traffic impact' taking into the discussions of the 30 vehicle two-way development trips (**Appendix E**). We would welcome TfGM's view on any additional junction assessments that may be required; and
- We have presented a potential speed mitigation scheme along Poland Street in **Appendix G**. We would welcome MCC's view on this type of proposal in this location.

As ever if there are any queries please do not hesitate to contact myself directly.

Kind regards

Sam Denby BA (Hons) MSc CMILT

Technical Director | Transportation

Hydrock

Northern Assurance Buildings, 9-21 Princess St, Albert Square, Manchester M2 4DN

Tel: (0161) 804 5550 Internal Ext: 5014

Mobile: 07584 081 586

Email: SamDenby@hydrock.com

Following government advice, I am currently working from home. If we need to speak, drop me a line and I'll get straight back to you. For wider information on working with Hydrock during COVID-19 visit hydrock.com/coronavirus.

hydrock.com



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